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THE NAVY AND THE MIDDLE EAST

1,000 Tons of Equipment loaded in three days and three nights without rest FROM TRIALS DIRECT TO OPERATIONS FOR ALBION

WHEN news broke on July 15 that the Iraqis had revolted and overthrown the Government, many people must have said: "This is it." It seemed obvious to a lot of people that war-clouds were beginning to overshadow the world once more. But war or no war, the Navy was ready.

Almost as soon as the American Forces landed in Lebanon, H.M.S. Eagle sailed to the Eastern Mediterranean and a Royal Marine Commando of 650 men was alerted.



The Duke of Edinburgh with Capt. C. H. Homan, D.S.C., V.R.D., R.N.V.R., who relinquished his command of Sussex Division, R.N.V.R. (See page 6.)

SASH FROM THE QUEEN MOTHER FOR ARK ROYAL'S DRUM MAJOR

ON board H.M.S. Ark Royal, the Royal Navy's biggest aircraft carrier, H.M. Queen Elizabeth the Queen Mother kept a promise she made two years ago.

After her last visit to the Ark Royal in March, 1956, the Queen Mother expressed a wish to make a presentation to the ship, which she herself launched at Birkenhead in 1950, and asked what form it should take.

The Ark Royal intimated that the ship would be pleased to receive a ceremonial sash for the drum major of its volunteer band and the Queen Mother promised that the ship should have it.

Not until the present time has the Queen Mother's busy round of engagements and Ark Royal's operational commitments enabled her to go back to make the presentation, but she did so on July 11, when she flew to Exeter airport and there transferred to a Fleet Air Arm helicopter, which landed on the Ark Royal's flight deck at Devonport.

She was met by the Ark Royal's Commanding Officer, Capt. F. H. E. Hopkins, D.S.O., D.S.C., R.N., and a Royal Guard and afterwards used the ship's Land-Rover to inspect the

ship's company assembled on the two-acre long flight deck.

The Queen Mother addressed officers and ratings serving in the ship, which bears a name immortalised in the last war, before placing the ceremonial sash of dark blue with the Royal Cypher and ship's badge embroidered in gold about the shoulders of A.B. Clive Goble, of Higher Compton, Plymouth, drum major of the volunteer ship's band.

Nylon curtains in Porpoise

H.M.S. Porpoise (Lieut. - Cdr. H.B. C. G. Hutchings, R.N.) is paying a visit to London. She berthed at Battle Bridge Pier at noon, July 28, and was open to V.I.P.s. almost immediately.

H.M.S. Porpoise, built by Messrs. Vickers-Armstrongs Ltd. at Barrow-in-Furness, was first commissioned on April 17, 1958, and is the first of a new class of submarine and is the name ship of a class. Her trials have shown

H.M.S. Bermuda was soon on the move. She was sent to Tobruk and was joined there by the Dispatch Vessel Surprise and the Anti-Submarine Frigate Torquay. H.M.S. Albion, which was on trials after refit prior to proceeding to the Far East, was called back to Portsmouth and has since left that port loaded with men and materials, having embarked No. 42 Royal Marine Commando and its equipment for Malta.

Forces were taken from Gibraltar to Benghazi in H.M.S. Cumberland, which when the Iraqi insurrection was announced was at Genoa, Italy.

Due to Return

The 22,000-ton Bulwark and the frigate Ulysses were at Mombasa on July 15. Bulwark was due to return to the United Kingdom, but instead embarked troops and conveyed them to Aden to relieve troops sent, presumably, to Bahrain.

Another move, made to counter possible labour troubles in Qatar, was the move of the frigate Loch Insh, which left Bahrain for the capital of Qatar, Doha.

Always at the Ready

All these moves of ships and men of the Royal Navy and Royal Marines, and undoubtedly many others which, for security reasons, cannot be announced, show that even in these days of economy and streamlining, our ships—a police force of the sea—are on their "beats" and ready for all emergencies.

And not only our Service men. We learnt that to accommodate nearly 1,000 troops and over 1,000 tons of military vehicles, dockyard men and Albion's crew worked without respite for three days and nights. In order that vehicles could be securely lashed down it was necessary to spot-weld to the deck two or more eyebolts for each vehicle. That the immense flight deck appeared packed with vehicles (and more were secured in the hangar) will give an idea of the work involved on this one operation.

Tubular scaffolding was put up in the hangar to form three-tier bunks for the 900 or so troops taking passage.

The Commander-in-Chief, Portsmouth, sent his congratulations to all concerned for their efforts.



H.M.S. Albion, the aircraft carrier, leaving Portsmouth for the Mediterranean. Embarked were officers and men of No. 42 Commando, Royal Marines, for Malta, and Army units and stores for Cyprus

IS THE VANGUARD TO BE SCRAPPED ?

IN reply to a question in Parliament the Parliamentary Secretary to the Admiralty stated that H.M.S. Vanguard had been kept in a state of readiness in the Operational Reserve to meet the North Atlantic Treaty Organisation obligations. Mr. Allan stated: "These obligations no longer exist, and Vanguard will now be brought to a lower state of readiness."

He went on to say that the ship will still be used as a training accommodation and Reserve Fleet Headquarters ship "until satisfactory alternative arrangements are made."

The Vanguard, completed in 1946, is

the largest warship ever built in Great Britain. Her cost was over £9,000,000 exclusive of her eight 15-inch guns and their mountings. Her peace-time complement is 1,600 officers and men. Her last sea duty was as Home Fleet Flagship, 1952 to 1954.

A ship of Vanguard's size and complexities must be tremendously expensive to maintain, but her retention has meant that considerable numbers of men have been able to familiarise themselves with ship life and ship conditions—something which cannot be obtained in any shore establishment, however well designed.

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

THE "crisis" in the Middle East has shown, once again, how dependent the country is upon the Royal Navy. Ships strategically placed throughout the world can, and do, prevent situations from developing into major catastrophes. This is not "gunboat diplomacy"—it is like the trained fireman getting quickly to the scene of the fire and containing it.

Will this latest example of the need for, and the stabilising influence of, the Royal Navy alter the decision announced in July that a further 76 ships now in reserve, including such fine ships as the Zambesi and Zephyr (completed in 1944) and Comus (completed in 1946) are to be scrapped? Costs and manpower are decisive factors, of course, but to many it appears a little rash to dispose of so many ships this year when the replacements cannot be made available immediately.

The Queen's decision, so dramatically announced at Cardiff, that the Duke of Cornwall was to be created Prince of Wales, gave great pleasure to millions. Although it is perhaps premature and no one wishes that the young Prince's childhood should be shortened, we of the Royal Navy cannot prevent the thought (and hope) that maybe he may receive some of his education at the Britannia Royal Naval College, Dartmouth, like his father, grandfather and great-grandfather.

Once again the Navy plays host to the public at the various Navy Days. The very large numbers who continue, year after year, to visit the ships and to see how the men live and work, reveal that the majority of the people of Great Britain have some "salt" in their blood. We hope the visitors have a really good time.

Our serving readers will note with pleasure (as stated on page 5 of this issue) the relaxation of certain rules regarding married quarters, with particular reference to men serving on general service commissions.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

God is our hope and strength, a very present help in trouble. Therefore will we not fear, though the earth be moved and though the hills be carried into the midst of the sea.

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First Sea Lord Says Queuing Must be Abolished

VISUALISES THE DAY WHEN WORK STUDY TEAM WILL SAVE COST OF BATTLESHIP

THE Royal Navy's own Work Study School was opened on July 4 by the First Sea Lord, Admiral of the Fleet Earl Mountbatten, who was introduced by Admiral Sir Guy Grantham, the Commander-in-Chief, Portsmouth.

Welcoming Earl Mountbatten, Sir Guy said that in view of the Admiral's heavy programme, they were honoured that he was able to perform the opening ceremony. It was most appropriate, however, that he should be the one to open the school, as the First Sea Lord was the prime mover in the Navy's work study, and it was due to his interest that they were able to move ahead of the scheme.

Admiral Grantham also welcomed Air Vice-Marshal Freebody, Director of the R.A.F. Work Study, the D.Q.M.G. of the Army, and Mr. Curry, of I.C.I.

The First Sea Lord introduced himself as a "crank-handle." Imagine, he said, a fine motor-car with a very heavy engine which couldn't be started by a self-starter, and needed a crank-handle. His position as First Sea Lord enabled him to be that crank-handle and to help get the work study school started. He felt that it was appropriate that he should acknowledge with thanks the assistance of I.C.I.—the first Naval pioneers in work study were I.C.I. trained. He also thanked the R.A.F. and the Army, who had started work study before the Navy and were now ahead of the Navy in that respect. He felt, too, that he must mention the people at R.A.F. Hendon and Cranfield, and also the Portsmouth College of Technology for the assistance afforded them in the Navy.

To Save Man-power

The job of the work study was to save work and thus produce a saving in man-power and money.

Giving a few examples of the increase of costs, he pointed out that a Seahawk cost £54,000, but the cost of a new Scimitar was £500,000. The electronic equipment placed in Ark Royal before the war cost £131,700—the electronic equipment recently placed in Victorious cost a million pounds.

Earl Mountbatten mentioned how the morale of people joining a certain establishment was raised because of the cutting down of the joining routine. The yearly saving in money alone was £17,000 in this one establishment, and the man-hours saved was some 4,800. Lord Mountbatten also mentioned that in a serving cafeteria dining hall the number of men employed for serving and in the sculleries, etc., was 148. After the work study team had gone into action the number of men required was cut to 62 at a saving of some £50,000 a year.

The Future

Regarding the future, the First Sea Lord considered that work study was of tremendous importance. We had to look at our habits, origins and customs and to see if it was considered the work study could increase efficiency. Queue time must be abolished.

This work study school would produce the facts, and from these facts the Admiralty work study team would produce a saving, if a saving was possible.

It was necessary to produce an inquiring mind and for this purpose, fortnightly acquaintance courses would be run in the school.

The First Sea Lord stressed that there must never be any recrimination

about work study teams. The techniques might reveal apparent inefficiencies of the past, but because they could produce savings in time,

ADVANCEMENTS PAGE 16

men and money this did not cause any reflections upon the past. The work study teams required the co-operation of everyone.

Earl Mountbatten concluded by stating that if the work study could save sufficient money to build a warship, to save enough money to run her and enough men to man her, and if he was then still the First Sea Lord, he would be delighted to call her H.M.S. Work Study.



The First Sea Lord, with the Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham), at the opening of the Work Study School

DUCHESS OPENS NEW CLUB AT R.A.N.S. YEOVILTON

The first conversion of a N.A.A.F.I. canteen into an attractive social club for ratings and W.R.N.S. and their guests has taken place at the Royal Naval Air Station, Yeovilton. It is named the Heron Club and was opened on Friday, July 25, by H.R.H. the Duchess of Kent.

Recommendations for a superior type of canteen, relieved of all unnecessary restrictions and providing the atmosphere of a club or social centre, have been accepted in principle by the Admiralty. In order to obtain working experience of the various proposals put forward, the Naval Canteen Service (N.A.A.F.I.) offered to provide the minimum funds required to convert a typical canteen into the sort of

premises in which a social club might be expected to thrive. The Heron Club is the result.

In considering the best use to which the various rooms could be put priority was given to creating a "Gentlemen Only" bar and games room—a club within a club—giving junior ratings bar and mess facilities similar to those provided elsewhere for senior ratings.

QUICK SERVICE

The remainder of the premises, open to all ratings and their guests, is divided into a restaurant equipped with the latest quick-service grill installed behind the cafeteria counter; a club bar on the lines of a saloon or lounge, and a social activities room where dances, tombola, whist drives and other functions can be held.

The club has been equipped throughout with comfortable, robust furniture of modern design. Bottle-cooling cabinets have been installed in the two bars so that beer and other drinks can be kept at a cool temperature during the summer months.

Shopping facilities have been incorporated into a separate shop accessible to all ranks and ratings and their families, but a glass-fronted showcase has been built into the wall of the restaurant to display cigarettes and toilet articles which may be required after shop closing hours.

New Titles—But "Bunts" and "Sparks" will Stay?

IN order more clearly to reflect the nature of their respective duties and the common aspects of their training new titles are to be introduced for Signalmen and Telegraphists of the Royal Navy. In general "Signalmen," who in the main operate visual methods of communication, will become "Tactical Communication Operators" and "Telegraphists" will become "Radio Communication Operators."

It will be noted that the traditional term "Yeoman" has been retained for senior Signal ratings, whilst senior

Telegraphists will be referred to as "Supervisors," thus denoting that they take charge of a watch. This term is in common use in civilian-manned communication centres. It is considered that it will be many years before the old affectionate "Bunts" and "Sparks" disappear.

This view is obviously shared by certain members of the House of Lords. The First Lord admitted that the new titles were cumbersome but that the abbreviations, e.g., L.T.O. for Leading Tactical Communications Operator, would normally be used.

Present Title	New Title	Abbreviation
Chief Yeoman of Signals	Chief Communication Yeoman	C.C.Y.
Yeoman of Signals	Communication Yeoman	C.Y.
Leading Signalman	Leading Tactical Communication Operator	L.T.O.
Signalman passed for Leading rating	Tactical Communication Operator, 1st Class	T.O.1.
Signalman not passed for Leading rating	Tactical Communication Operator, 2nd Class	T.O.2.
Ordinary Signalman	Tactical Communication Operator, 3rd Class	T.O.3.
Junior Signalman	Junior Tactical Communication Operator	J.T.O.
Chief Petty Officer Telegraphist	Chief Radio Communication Supervisor	C.R.S.
Petty Officer Telegraphist	Radio Communication Supervisor	R.S.
Leading Telegraphist	Leading Radio Communication Operator	L.R.O.
Telegraphist passed for Leading rating	Radio Communication Officer, 1st Class	R.O.1.
Telegraphist not passed for Leading rating	Radio Communication Officer, 2nd Class	R.O.2.
Ordinary Telegraphist	Radio Communication Officer 3rd Class	R.O.3.
Junior Telegraphist	Junior Radio Communication Operator	J.R.O.

"Collar sense at last Jack . . . that certainly is smart!"



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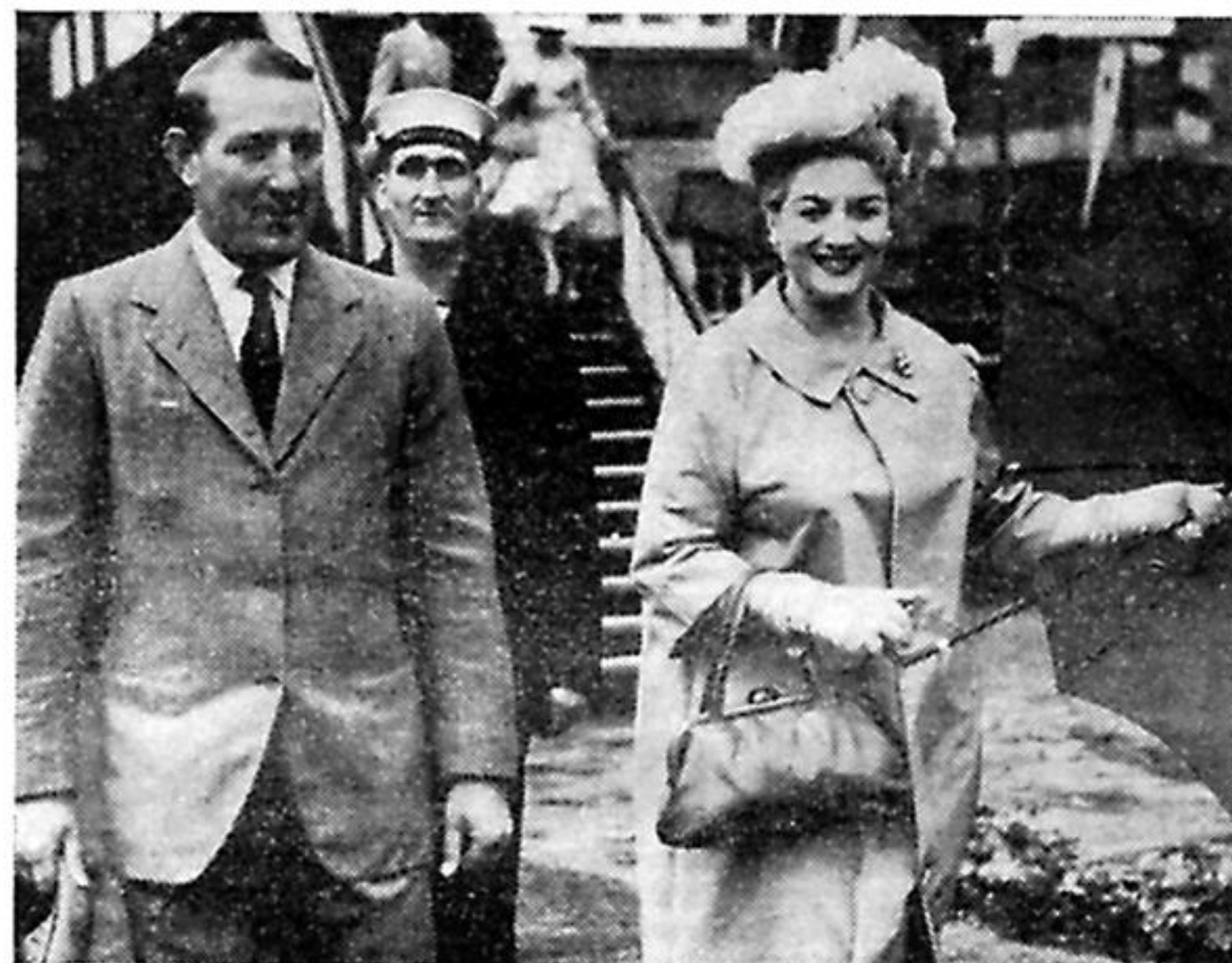
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RAY OF SUNSHINE IN MIDST OF TORRENTIAL DOWNPOUR



Miss Anne Shelton with Lieut.-Cdr. R. W. Garner (First Lieutenant of the Portsmouth Naval Barracks) in the wardroom gardens. In the background is Able Seaman Higginson, who presented the bouquet

Ann Shelton at R.N. Barracks

THE Royal Naval Barracks held their annual "At Home" for families and friends on Wednesday, July 16, and though the weather was most unkind the brave-hearted turned up in full strength to make the day a great success.

Miss Ann Shelton, famous star of stage and TV, opened the gala and she arrived looking like a breathless ray of sunshine in the midst of a torrential downpour. Cdr. A. A. F. Talbot, D.S.O., introduced Miss Shelton, who replied with an extremely amusing speech and officially opened the function.

A.B. Higginson, Commander's Messenger, then presented a bouquet to Miss Shelton and received a spanking good kiss on both cheeks for his trouble.

Though it continued to rain during the afternoon, quite a number of the children made good use of the swings and roundabouts, and the produce and handicrafts display was a great attraction. The sports had to be cancelled owing to the ground becoming waterlogged, but the programme was altered and everybody went off to view the barracks and take early tea.

It was touch and go as to whether the evening entertainment would have to be cancelled, but by 5 o'clock the weather started to improve a little and the Royal Marine Band from H.M.S. Excellent, under the baton of Bandmaster Pollard, gave a tasteful selection in the drill shed.

Amazing Agility

This was followed by an amazing display of agility by a team from the Royal Naval School of Physical Training. The extraordinary co-ordination of body and mind was remarkable and this delightful display was most warmly applauded as it so rightly deserved.

By this time the skies had cleared and we were now blessed with warm sunshine which quickly dried the parade ground. Everyone gathered around the field-gun track for the inter-divisional tug-of-war final, which was between Anson (Seamen) and Howe (Supply and Secretariat) Divisions. This developed into a tremendous tussle and if any misinformed person imagines that all a cook can do is to bake a cake or a writer push a pen, he should have seen this magnificent effort by Howe Division, who, though beaten in two straight pulls by Anson, really gave the marline-spike mariners several nasty moments.

After we had got over this excitement we witnessed a display by the Victory boy cadets. This was a combination of field-gun run, comedy and lots of bangs; and if the spectators were somewhat deafened and even bewildered by it all the cadets appeared to enjoy themselves and were heartily applauded on completion of their show.

The Prizes

To complete the day, prizes were kindly presented by Mrs. A. A. F. Talbot to the winners in the flower, fruit, vegetable and handicrafts displays, and a particularly loud cheer was raised for the winners of the tug-of-war. So the day ended and everyone agreed that though the weather had been quite ghastly for the majority of the time it had been well worth visiting and staying on to the end.

R.N.A. HAVANT

REAR-COMMODORE G. A. D. Rooke, D.S.M., gave a talk to Havant Branch on July 1, when he dealt with the history of the Nautical Training Corps, Brighton, since formation 14 years ago under voluntary officers. They were proud of the fact that 3,500 of those they had trained were now serving at sea.

Havant Branch was among those represented when the book of remembrance and the new standard of the Chichester Branch were dedicated in the cathedral on June 29.

A party from the Royal Air Force Association, Petersfield, was entertained in the Havant headquarters on July 12, and was a happy occasion there being keen competition in the inter-association games, which were won by the hosts.

The following evening they took their standard to St. Faiths for their quarterly church service and prayers were said for those at sea.

Out of Uniform



Petty Officer Wren Dickinson, Duchess of Kent Barracks, Wool dress—two yards of 54-inch wool at 18s. 11d. per yard. Pattern adapted from Simplicity Pattern. Total cost 44s. 6d.

POLICEWOMAN'S POINT OF VIEW

ON July 14 Southsea Branch held their monthly meeting in the Commodore's Conference Room, Royal Naval Barracks, when the speaker was Woman Police Sgt. G. I. Howard, who talked with authority, enthusiasm and humour about her duties in the force.

The wide scope of these duties, and the hard work involved had not previously been appreciated by the majority of members. Mrs. Moore, on behalf of the members, thanked Police Sgt. Howard.

Competitions were won by Mrs. Moss and Mrs. Heathman, and were given by Mrs. Talbot and Mrs. Dore.

On October 16 a coach trip to London has been arranged to attend a meeting in Admiralty House in the afternoon, and to visit a variety show at the Palladium in the evening. The cost of the outing will be 17s. 6d.

The meeting in September will take place at 2.30 p.m. in the Victory Theatre, Royal Naval Barracks. A tea-dance will be held, and annual subscriptions will be collected.

A whist drive in aid of King George's Fund for Sailors will be held on Tuesday, September 30, at 7 p.m. in the Commodore's Conference Room, Royal Naval Barracks. Tickets 2s. (including refreshment), may be obtained from the Hon. Secretary, Mrs. M. M. Dore, 28 Grant Road, Farlington.

NAAFI's PROFIT

The annual report on Naafi trading during the year showed a profit of £18,431 which has been allocated to reserve funds to replace part of the £89,000 drawn from reserves to make good trading losses during 1953-55. No amount is therefore available for distribution of extra rebate. A profit of £25,234 in 1956 was dealt with similarly.

Sun Came Out in Time For Vernon Branch Garden Party

THE H.M.S. Vernon Branch held their annual garden party on the Wardroom lawns, H.M.S. Vernon, on Wednesday, July 2, by kind permission of Capt. E. A. Blundell, O.B.E., R.N.

In view of the very unsettled weather and the unpromising morning we were extremely lucky to have such a wonderful afternoon.

Lady Grantham, President of the Portsmouth Area R.N.F.U.S.W. honoured us by a short visit in spite of having to go on to another engagement. A bouquet was presented to her on arrival by Julia Baxter. We were pleased to have with us as guests, Mrs. V. C. Begg, Vice-President of the Portsmouth Area, Mrs. Winter, Hon. Secretary of the Portsmouth Area, Mrs. Unwin, Mrs. Riches, Mrs. Post, Mrs. Hawkins,

Dame Elizabeth Kelly and the Chairmen and members of the other Portsmouth Branches.

Competitions were arranged by Mrs. Coxwell, Mrs. Riley, Mrs. Hunt, Mrs. Brewer, Mrs. Ainsley and Mrs. Brown. While Mrs. V. C. Begg presented the prizes as follows:—doll, Mrs. Linnell; bagatelle, Mrs. Wilkins, Mrs. Esdon and Mrs. Treadwell, Judith Riley; Killing the rat, Mrs. Barrington, Barbara Shorter; competitions, Mrs. Coxwell, Mrs. Palmer and Mrs. Cattlin.

Mrs. Begg was thanked by Mrs. Blundell and presented with a bouquet by Judith Riley. Music was played by the H.M.S. St. Vincent Royal Marines Band.

There will be no general meeting in August but a sewing meeting will be held on Wednesday, August 27.

FLEET AIR ARM REUNION

On Monday, 1st December, 1958

in the Royal Albert Hall

Chairman of Committee—Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C.

All Service and ex-Service personnel (including Army and R.A.F.) who have served with the Fleet Air Arm or the Royal Navy Air Service in ships operating aircraft or on Naval Air Stations are entitled to attend.

Price of Tickets (inclusive of Souvenir Programme but not refreshments) 10/- and 6/- (Balcony).

Plain Clothes will be worn.

The organising Committee will aim to allocate blocks of seats to Squadrons, Aircraft Carriers and Air Stations, so that old shipmates may be together. The bars and buffet will be open from 6 p.m. to 6.30 p.m. and from 9 p.m. to 11 p.m.

Applications for tickets should be forwarded to the following address not later than 15th September, 1958.

"Fleet Air Arm Reunion", Office of Flag Officer Air (Home), Wykeham Hall, Lee-on-Solent.

APPLICATION FORM (Please delete words not applicable)

I wish to attend the Fleet Air Arm Reunion and enclose cheque/postal order for:

10/- 6/-

I am unable to attend the reunion, but would like a Souvenir Programme for which I enclose a remittance for 2/6.

(Cheques to be crossed and made payable to the Fleet Air Arm Fund).

Details of service with the Fleet Air Arm for purpose of seat allocation.

- (i) Service from..... to.....
(ii) Category (Aircrew/Maintenance/Ship's Coy./W.R.N.S.).
(iii) Seating Preference (Squadron, Ship or Air Station).

(iv) Name and rank or rating (please use block capitals).

(v) Address to which ticket (or Souvenir Programme) should be sent

Please note: Applicants are asked to accept some delay before the receipt of their tickets. This is to allow time for the Organising Committee to arrange the seating to the best advantage.

GOSPORT & FAREHAM'S HAPPIEST GARDEN PARTY

AT the social afternoon which included guests from the Vernon and Southsea branches, much enjoyment was had from the games and dances organised by the sub-committee. This always proves to be a popular meeting.

The branch was lucky in choosing a lovely afternoon for the garden party, which was said to be one of the happiest they have had. Mrs. Taylor, president, and Admiral Taylor, very kindly loaned their garden for the outing they were not quite so fortunate as regards the weather, but nevertheless the trip to Woburn Abbey was enjoyed. Thanks go to Mrs. Thomas for organising the event.



During the Summer Cruise of the Home Fleet, the Flagship, H.M.S. Tyne, visited Copenhagen, and His Majesty King Frederik IX is seen here, with Queen Ingrid, talking with the C-in-C., Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O. and Bar, and the Captain of H.M.S. Tyne, Capt. J. S. Stevens, D.S.O. and Bar, D.S.C., R.N.

J. Gowland, a First Dan from the London Judo Society 2, and the results were very gratifying—out of a total of 12 entered, six graded to 6th Kyu (White Belt) and six graded 5th Kyu (Yellow Belt).

CRICKET

All three games played have been won by large margins. Against Admiralty, A.B. Parker scored 53, not out, but the star for the barracks was Littleales who took nine Admiralty wickets for 32.

The following match against Frinsbury was won by 126 runs. The match was a triumph for E.R.A. Littleales and Shipwright Cammish, with the bat 102 not out and 48 and sharing the wickets five each.

The third game was against Clarion, a local club, when Cammish with 41 was top scorer and Ord. Sea. Anderson with four wickets and P.O. Williams with three wickets, ensured victory by 60 runs.

the latter effort gaining him 1 place in the A.A.A. champions

FOURTH FASTEST IN EURO

In Warsaw he ran a 47.1 sec 400 m. (equivalent to a 47.4 sec 440 yards) and was then the fastest in Europe. He was a member of the Great Britain team in all international 4 x 440 relays season, and in the match against Germany gained first place in 400 m. with a time of 47.4 seconds.

His successes to date this season have included second place at Couper, first place in the 440 in British games at the White City first place in the Southern Counties championships in 47.3 sec.

In the Navy championships he up new records in the 220 and yards, but was unable to compete the Inter-Services champion owing to his Empire Games commitments.

MARRIED QUARTERS: New Rules

Midget Sub to Sweden

H.M.S. Stickleback, the midget submarine was handed over to the Royal Swedish Navy at a ceremony at Portland Dockyard on July 15. She was accepted by Commodore O. Krokstedt, Naval Attaché at the Swedish Embassy in London, from Capt. P. J. Cowell, D.S.C., R.N., Captain of the Fifth Submarine Squadron based at Portsmouth.

The operational and passage crews of the Stickleback of both the Royal Navy and the Royal Swedish Navy, commanded by Lieut. D. J. D. Strang, R.N., and Lieut. P. Malmgren respectively, were inspected by Commodore Krokstedt for whom a guard was mounted by ratings of the Royal Navy.

The Swedish crew of the Stickleback visited Portland for training earlier this year.

The Stickleback, originally designated the X.51, was completed and launched at the Barrow-in-Furness yard of Messrs. Vickers Armstrongs Ltd., on October 1, 1954.

In a statement issued in Stockholm last month, the Royal Swedish Navy, announcing the signing of the contract for the purchase of the Stickleback, stated that she would be used both as a target submarine during anti-submarine exercises and to train inlet and harbour defences against attack by enemy midget submarines.

Permit Ante-dating ROSTERS SPLIT TO STOP MEN BEING PENALISED

SOME innovations in the rules for application and retention of married quarters (which include Admiralty furnished hirings) have recently been published in A.F.O. 1665/58.

These include the following which are now in force:

(a) Those who are on the waiting list but are not offered a married quarter before being drafted elsewhere in the United Kingdom, may transfer their original basic date to the new place of duty. They are given a certificate to the effect that it has not been possible to offer them a married quarter at Portsmouth, together with the date of original application, and must present this certificate with an application at their new place of duty within a month of joining in order to obtain the concession.

(b) At the end of a General Service Commission those who have not occupied quarters during the commission may apply within a month of joining to have their applications at the next place of duty ante-dated by six months.

(c) Those who have been serving abroad unaccompanied by their families for less than the full 15 months required to qualify for a

priority allocation, may also apply within a month of joining for their applications to be ante-dated by six months provided such unaccompanied foreign service has lasted at least nine months.

(d) Those now in married quarters may retain them on being drafted to a ship on a General Service Commission, irrespective of where the ship is based and irrespective of whether it does the home or foreign "leg" first. The tenant will still have to vacate on completion of three years' occupancy, or on being drafted to an establishment in the United Kingdom outside the Portsmouth area, or to a ship on home sea service based elsewhere than at Portsmouth.

(e) Applications for married quarters may be made from one month before joining the ship or establishment concerned, or from the date of appointment or draft if later.

Transitional arrangements

In order not to penalise those who have already been waiting a long time at Portsmouth, the rosters have been split at the following dates of application: Chief Petty Officers, May 15; Petty Officers, April 16; and junior rates, March 15. Those who applied before those dates will be governed by the old rules. Those who applied after those dates, who think that they are entitled to some priority by the new rules, should forward a revised application form through their Commanding Officer before August 11, stating the reasons for such claim as explained in paragraph 1. Any priority granted will not allow the application to be back-dated before commencing dates of the new rosters as indicated above.

When the old rosters have been allocated, 10 per cent. of the number of applicants at the top of the new rosters up to a maximum of 15 will be frozen at the top, so that they will not be displaced by new arrivals.

The numbers on the combined rosters on July 24 were: Chief Petty Officers, 43 (top of roster man, April 16, 1958); Petty Officers, 109 (March 4, 1958); junior rates, 242 (January 27, 1958).

The Commander-in-Chief, Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O., about to embark in a helicopter on the quarterdeck of H.M.S. Tyne off Portrush, Co. Antrim, Northern Ireland. The helicopter, from R.N.A.S. Eglinton, conveyed him on his official visit to the Joint Anti-Submarine School at Londonderry. He is accompanied by his Operations Officer, Lieut.-Cdr. J. Gordon-Nixon, Royal Navy.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I HAVE recently bought a new car on hire purchase with the object of taking it to Malta for my next draft. I was told by the dealer that provided I had completed 2,500 miles and had owned the car for four months before it was imported to Malta I would not have to pay import duty or have any further financial outlay other than cost of shipping.

I have since found out that I must put down a deposit of £150 with the Malta customs, or have the sum guaranteed, before I can import the car. I cannot afford this amount nor do I know anyone who will guarantee it for me. Now I am in a dilemma because the car must be exported by December, otherwise I shall be liable to pay purchase tax.

I feel that the dealer is largely to blame for having misinformed me, and I would be grateful for your advice as to what action I can take. I am a member of the Automobile Association.

I am afraid that you cannot in any way hold the dealer responsible for your predicament. He would know the British regulations for exporting cars, but would certainly have no reason to know the local import regulations in Malta, nor indeed in any other country. These things should be found out by the intending buyer before he commits himself. The position was promulgated in Admiralty Fleet Order 590/57 which has recently been superseded by 1488/58.

I can only suggest that you enlist the assistance of the Automobile Association, of which you are a member. You would also be well advised

to contact a reputable solicitor in Malta when you have the opportunity.

FUTURE SERVICE

My 12 years man's time expires shortly, the last five years of which I have served as a petty officer, and I would be grateful if you will answer the following questions:—

(1) If I return to civil life, how long can I be outside in order to return to the Navy and still be a petty officer?

(2) If I remain outside for longer than that period, how long will I take to regain my rate and what will my seniority be?

(3) What will be my terminal grant, having joined at the age of 15 years, nine months?

(4) If I re-engage and get £100, what effect does this have on the terminal grant?

The answers to your questions are as follows:—

(1) The general rule is that men re-entering after having been absent from the Service for more than five years are not permitted to count their previous service and are to be treated as new entrants. There are exceptions to this rule but in the absence of your service certificate it is not possible to give a full answer. If your previous time were allowed to count you would be re-entered and advanced to the confirmed rating next below that held on discharge, i.e. Leading seaman, and you would be placed on the roster for advancement to acting petty officer in the normal way with seniority and date of passing professionally as the date of re-entry.

(2) If your former time were not allowed to count you would, as already stated, be treated as a new entrant, and it is not possible to forecast how long it would take for you to regain your petty officer rate. You would be required to re-pass professionally for leading and petty officer rate in turn and your actual advancement would depend upon the state of the rosters.

(3) £100.

(4) No effect.

If you re-enter the Service to complete time for pension and your former service is allowed to count, any terminal grant paid previously is recoverable.

The information given at (1) and (2) is contained in the Advancement Regulations (B.R.1066), Chapter III, and (2), (3) and (4) in the Appendix to the Navy List (June, 1957) page 37.

NAVY ESCORT

H.M.S. CARRON, Royal Navy destroyer of the Dartmouth Training Squadron, is to accompany competitors in the International Sail Training Association Tall Ship Race from Brest to the Canary Islands as an escort vessel in August. She will contribute to the safety of all yachts taking part, and will have on board besides members of the International Sail Training Association committee, 34 Dartmouth midshipmen and cadets, three Cranwell cadets of the Royal Air Force and a party of nearly 40 schoolboys.

H.M.S. Carron left Plymouth for Brest on July 30 and will arrive back at Devonport on August 26.



Now they have machines for slicing cucumbers

KEEPING the U.S. Fleet re-fuelled and well fed in its national and NATO operations, is the job of the Underway Replenishment Group (URG).

Underway Replenishment Groups vary in size and composition, and include, in addition to oilers, ammunition ships, supply ships, and refrigeration ships. Their duties enable fleets to remain at sea, fuelled, ammunitioned and stored, for very long periods.

A small URG consisting of the three oilers, U.S.S. Truckee, U.S.S. Elokomin, and U.S.S. Caloosahatchee under the command of Capt. W. C. Norvell, U.S.N., recently paid a visit to Portsmouth, and our correspondent was able to visit the Truckee—the flagship of the Group—commanded by Capt. W. H. Baumberger.

Capt. Norvell, entered the U.S. Naval Academy, Annapolis as a Midshipman in 1927 and was promoted captain on January 1, 1951. He was awarded the Army Legion of Merit for services of considerable merit during operation on Guadalcanal. Actively engaged in the Korean operations, he was further rewarded. Altogether, Capt. Norvell has been awarded some 13 or 14 orders, commendations and medals. Previous to assuming command of the URG, Capt. Norvell was in command of the

U.S.S. Truckee.

Truckee carries four types of fuel, in all nearly 8,000,000 gallons. She is manned by regular U.S. Naval personnel, and is defensively armed with a battery of automatic loading, rapid firing guns controlled by modern directors and radar. The ship has air-conditioned working and living spaces, fitted with a 26-bed hospital ward, and a helicopter platform is fitted.

The prime feature of the ship is the attention given to the welfare of the officers and men on board. The living accommodation is spacious and the welfare facilities include coca-cola machines, cinema (a new picture each evening), recreation lounge, shoe-maker's shop, barber's shop, produces its own daily newspaper, and has facilities for "Do It Yourself" hobbies. The galley spaces and bakery were visited and contained every modern convenience, including even a machine for slicing cucumbers.

Captain of the Elokomin, Capt. G. H. Miller, U.S.N., had, on the day previous been selected for promotion to Rear-Admiral. Capt. Miller was awarded the Navy Cross, second only to the Congressional Medal for Bravery, in 1944, when serving in the U.S.S. Houston.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S., the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....NN

Mine watchers spend summer spotting

MORE than 1,000 men and women, volunteers of the Royal Naval Minewatching Service, are taking part in a national inter-command efficiency competition throughout the British Isles this summer, and the four command winners will compete for a trophy at the finals at Rosyth, in Scotland, on October 4.

The volunteers come from nearly 100 units in the four Naval Commands—The Nore, Portsmouth, Plymouth and Scotland. In the event of war they would be responsible for spotting mines dropped in all coastal waters and in the principal navigable waterways, including the Manchester Ship Canal and the River Thames up to Richmond.

There are over 5,000 volunteers in the R.N.M.S., which is the highest establishment figure reached since the Service was formed in 1952 to meet the potential menace of the aircraft-laid mine. They attend regular training evenings and wear a blue battledress uniform. All volunteers receive a small training allowance in addition to their out-of-pocket expenses, and occasionally go to sea with H.M. ships.

Throughout the summer, volunteers from widely scattered towns in the British Isles will be spending their leisure hours on the banks of inland waters, at the entrances to ports and in isolated mine-watching posts on exposed parts of the coast to plot "mines" which will be dropped by air or simulated by exploding small charges in the water. Command winners of the competition will receive a trophy in the form of a silver parachute mine, known as the Commander-in-Chief's Prize, and the inter-command champions will be awarded a 2-ft.-high silver vase.

FILM RELEASES TO THE FLEET

Current film releases to the Fleet include "Up the Creek" (Cinema-Scope), naval comedy, starring David Tomlinson, Peter Sellers and Liliane Sottane; "No Time to Die" (Cinema-Scope), war melodrama, with Victor Mature, Leo Genn and Luciana Paluzzi; "Paris Holiday" (colour), comedy, with Bob Hope, Fernandel and Martha Hyer; "Orders to Kill," war melodrama, with Paul Massie, Irene Worth and Eddie Albert.

PETER TWISS AT DEDICATION ON COUSIN'S SHIP



H.M.S. Ceylon (Capt. F. R. Twiss, D.S.C., R.N.), commissioned for service on April 15, now undergoing trials previous to sailing for the Far East at the end of July, held a Dedication Service on July 12, conducted by the Chaplain of the Fleet, the Venerable Archdeacon Darrell Bunt, C.B., O.B.E., M.A., Q.H.C., R.N.

Among the guests were Lady Dorothy Macmillan, wife of the Prime Minister, who had launched the ship in 1942; the Commander-in-Chief, Portsmouth, and Lady Grantham; the Flag Officer Air (Home); the Chief of Staff, Portsmouth, and Mrs. Begg; the Admiral Superintendent, Portsmouth, and Mrs. Unwin; and Mr. and Mrs. Peter Twiss. Mr. Peter Twiss, the test pilot, is a cousin of the Commanding Officer of Ceylon.

H.M.S. Ceylon is the third ship to bear the name and was first commissioned in 1943. Her displacement is 10,000 tons, length 555 feet, and her complement is 600 officers and men.

Lady Dorothy Macmillan (wife of the Prime Minister) being welcomed on board H.M.S. Ceylon by Capt. F. R. Twiss. Left and below, she chats with some of the chief petty officers and their wives

SHIP'S COMPANY AT CARNIVAL

H.M.S. Burley, an inshore minesweeper usually based at Rosyth, berthed at Southampton on July 26 and 27 so that the officers and ratings could go ashore to further strengthen her association with the namesake village in the New Forest near Ringwood, Hampshire.

They visited Burley on its carnival day and renewed acquaintances made earlier this month when the ship's company attended morning service in the parish church. During this service the ship presented the village with an Ensign which was blessed by the vicar. This will hang in the church as a permanent reminder of the association between H.M.S. Burley and her namesake village. In return, the village has presented the ship with a replica of the village crest carved out of local forest oak. This crest will be worn by the ship as a badge.



CAPTAIN WHITTLE SUCCEEDS TO SUSSEX DIV. COMMAND

ON June 1, Capt. C. H. Homan, D.S.C., V.R.D., R.N.V.R., retired after commanding Sussex division for five years. Capt. Homan joined the division as a midshipman in 1931.

The new Commanding Officer is Acting Capt. J. W. Whittle, D.S.C. and Bar, V.R.D., R.N.V.R., who joined the division as an ordinary seaman in 1935.

Capt. Homan's last official function before retirement was to meet H.R.H. Prince Philip when he opened the new lock at Shoreham on May 20. During the course of the visit His Royal Highness inspected a Royal guard from the division, and the Royal Marine band of H.M.S. Excellent, and also carried out a short inspection of H.M.S. Curzon.

The last year has been an eventful one for Sussex; in July, 1957, H.M.S. Curzon (Lieut.-Cdr. H. R. Hobday, D.S.C., R.N.V.R.), won the Thornycroft Trophy for the most efficient minesweeper in the squadron. Also in July, H.M.S. Axford (Lieut.-Cdr. G. D. Guppy, R.N.V.R.), escorted the Royal Yacht to the Channel Islands and was distinguished by being the only escort to keep station throughout some very rough weather. Lieut.-Cdr. Guppy had an audience with The Queen.

In September a team of W.R.N.S., captained by Second Officer Y. M. Earle, won the Aubrey Fletcher Cup at a meeting of the Sussex Inter-Service Rifle Association, beating the T.A. and the ratings of the division.

On May 11, Vice-Admiral W. R. Edden, Admiral Commanding Reserves, carried out his annual inspection of Sussex. Because of heavy rain the parade and march-past were held in the underground car park of King Alfred. Vice-Admiral Edden, in addressing the division, said that the whole aim of the R.N.V.R. was to provide a competent minesweeping force in time of emergency.

First Sea Lord at Burma reunion

A BLOCK of seats was reserved for Royal and Dominion Naval personnel at the Burma Reunion on June 6. The reunions started when Mr. Percy Thompson presented £2,000 for this purpose as a memorial to his brother, who was killed in Burma the day before V.J. Day.

A message from Her Majesty The Queen was read before a procession of 16 standards of the Royal Navy, Royal Air Force, regiments of the British, Indian and Pakistan armies and 29 branches of Burma Star Association.

A pipe and drum band played when Admiral of the Fleet, The Earl Mountbatten of Burma and other distinguished people arrived.

Amongst those present were Admiral of the Fleet Sir Arthur J. Power, G.C.B., C.B.E., C.V.O., Admiral Sir Harold T. Walker, K.C.B., Vice-Admiral Sir A. K. Pollard, K.B.E., C.B., D.S.O., D.S.C., and General Sir Campbell Hardy, K.C.B., C.B.E., D.S.O., R.M.

The Pakistan Navy was represented by Cdr. Muzaffar Hasan and the Indian Navy by Cdr. S. Viswanathan.

The First Sea Lord recounted amusing signals during the campaign and spoke of the recent hand-over of a ship to the Burma Navy. He mentioned great increases in the cost of ship construction and aircraft for the Fleet Air Arm and R.A.F.

There was a popular variety programme and all stood as units of the Territorial Army, who are celebrating their 50th anniversary this year, paraded through the hall.

Next morning Mr. R. Walker played the piano for community singing in the Burma Club.

THE NAVY IN A GILBERTESE VILLAGE

'A stone or rather canvas frigate'

THE work of the Navy on Christmas Island is indicated in a letter received from a leading seaman serving there, who writes:

The Naval Task Group comprises the Royal Navy, Royal Marines, Royal New Zealand Navy, Royal Fleet Auxiliary and the Merchant Navy. The Navy is in the minority. Known firstly as "Naval Party 2512," it was renamed and commissioned H.M.S. Resolution on Christmas Eve in 1957—a stone or rather canvas frigate. Our permanent ship afloat is the L.C.T. H.M.S. Narvik. She is fitted with a distillation plant to help provide the island with fresh water.

TEST PERIOD

During the "test" period the whole of the Gilbertese village is evacuated on board for obvious reasons. During the tests two frigates are detailed to act as weather ships and a destroyer to act as chaser. The veteran of the weather ships is the Royal New Zealand ship Pukaki. For the last operation we had Ulysses and the Cavalier, the latter acting as chaser.

H.M.S. Resolution is the naval base ashore, situated at Port Camp in the Port of London, some 12 miles from the main camp. Only 40 per cent. of the personnel in the port camp are Royal Naval and Royal Marine personnel. The remainder are Royal Air Force and Army groups.

Naval commitments on the island are the manning of the Royal Naval Maintenance Centre in the Resolution, made up of E.R.As., M.(E)s and seamen.

In the main camp area are some 10 M.(E)s manning the shore distillation plant. About 12 telegraphists run the naval communications. The Fleet Air Arm is represented in the Meteorological field.

NEVER-ENDING JOB

The naval maintenance party compete with the never-ending job of the maintenance of ferries, lighters, pontoons and boats, as well as the laying of lights and bouys.

Weather forecasting is a very special job, and a serious one in view of a possible "fall out" risk. For this, meteorological balloons and radiosondes or Graw-sondes are used to find the surface and upper-air winds, temperature and humidity. These duties are usually carried out some 300 miles from shore.

Air mail only takes three or at the most four days, and surface mail takes 28 days.

Sport includes soccer, cricket, volley ball and .22 shooting.

Jobs found for Electricians

THE annual report of the Royal Naval Electricians' Association shows that new members introduced totalled 121, and several had been placed in jobs and regularly news of vacancies was received. A new directory which will show the whereabouts, seniority and pension dates of all serving members, together with addresses, demobilized and honorary members, is in course of preparation.

The chairman, Chief Electrician L. A. Hanson, reported that financially the Association has never been better, and expansion was the order of the day.

FIRST REUNION

Social events last year included the first reunion in London, at which Admiral of the Fleet Sir Algernon U. Willis, Rear Admiral K. H. T. Pear, Head of the Electrical Department, Vice-Admiral J. Hughes-Hallett, M.P., and others were present.

The 1958 reunion will take place at the Chenil Galleries, Chelsea, on September 20. Further information from Hon. Secretary, R.N.E.A., H.M.S. Collingwood, Farnham.

The chairman was awarded the B.E.M. in the Queen's Birthday Honours. Chief Electrician Henson is well known in the Portsmouth area, being on five committees concerned mainly with spastics and handicapped scouts.

*
GIGFY

The ship, alas, is in distress
Supplies are daily getting less
Of G and U and I, and yes!
Of double N, E, double S.

*
which being decoded means
GUINNESS
IS GOOD
FOR YOU



NEPTUNE'S SCRAPBOOK



Retirements: Vice-Admiral Sir W. Geoffrey A. Robson, K.B.E., C.B., D.S.O. and Bar, D.S.C.; Rear-Admiral K. McN. Campbell-Walter, C.B.; Rear-Admiral J. E. H. McBeath, C.B., D.S.O., D.S.C.; Rear-Admiral G. A. Thring, C.B., D.S.O. and Bar. This brings the total number of Flag Officers retired since the last half-yearly promotions were made in January to 14.

Promotions: To Vice-Admiral, Rear-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C. To Rear-Admiral, Captain P. W. Grettton, D.S.O. and two Bars, O.B.E., D.S.C., A.D.C.; Captain E. N. V. Currey, D.S.O., D.S.C., A.D.C.; Captain The Earl Cairns; Captain (Acting Rear-Admiral) J. G. Hamilton, C.B.E.; Captain (Acting Rear-Admiral) M. Le Fanu, D.S.C.; Captain E. Mill, O.B.E.; Captain N. E. Denning, O.B.E. These promotions and retirements, together with retirements expected during the next six months, should result in a decrease of 14 in the total number of officers on the Flag List at the end of this year compared with the number at the end of 1957.

Rear-Admiral N. A. Copeman, D.S.C., has been appointed Admiral Superintendent, H.M. Dockyard, Chatham, in succession to Rear-Admiral G. V. M. Dolphin, C.B., D.S.O., to take effect in October, 1958.

Rear-Admiral The Earl Cairns has been appointed President, Royal Naval College, Greenwich, in succession to Vice-Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O. and Bar, to take effect in December, 1958.

Rear-Admiral V. C. Begg, D.S.O., D.S.C., has been appointed Flag Officer Commanding Fifth Cruiser Squadron and Flag Officer Second-in-Command, Far East Station, in succession to Vice-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C., to take effect in December, 1958.

Rear-Admiral E. N. V. Currey, D.S.O., D.S.C., has been appointed Chief of Staff to Commander-in-Chief, Portsmouth, and to Commander-in-Chief, Home (designate), in succession to Rear-Admiral V. C. Begg, D.S.O., D.S.C., to take effect in September, 1958.

Captain R. V. E. Case, D.S.O., D.S.C. and Bar, R.D. and Clasp, R.N.R., has been appointed a Royal Naval Reserve Aide-de-Camp to the Queen from June 14, 1958, in succession to Captain E. Hewitt, R.D. and Clasp, R.N.R.

The Reverend J. Armstrong, O.B.E., Th.L., R.N., has been appointed an Honorary Chaplain to the Queen from June 15, 1958, in succession to the Reverend E. G. D. Fawkes, O.B.E., M.A., R.N.

Mr. Joseph Whiteley Stork, C.B.E., who has been connected with the Royal Naval College, Dartmouth, since 1942, is to retire as Director of Studies at the college at the end of August next year.

H.M.S. Amphion (Lieut.-Commander K. Vause, R.N.) has returned to the United Kingdom after a period of service with the Royal Canadian Navy. Included in her ship's company are four members of the Royal Canadian Navy, who have been gaining submarine experience.

The aircraft carrier H.N.M.S. Karel Doorman (Captain H. M. L. F. E. Van Oostrom Sode, R.N.N.) has been in this country for catapult deadload trials at Portsmouth, and subsequently carried out flying trials. The deadload trials were run with the assistance of the Royal Navy's Flight Deck Machinery Training and Trials Unit and officers from the Admiralty assisted in the flying trials.

The Fifth Destroyer Squadron, consisting of H.M. ships Duchess, Diamond, Decoy and Diana, returned to this country on Friday, July 11, on completion of the Mediterranean leg of a General Service Commission. Decoy and Diana berthed at Devonport. Duchess returned to Portsmouth and Diamond to Chatham.

At the request of the Orient Steam Navigation Company Ltd., Vickers-Armstrongs (Shipbuilders) Limited

have devised a system of transverse propulsion which will be installed in the new liner Oriana (40,000 tons). The equipment will facilitate the maneuvering of the vessel in confined waters, and by virtue of its instantaneous operation under direct control of the bridge. When the captain wishes he can order the ship to go sideways—like a crab. The system consists of circular steel casings arranged across and through the vessel at the bow and stern at an appropriate depth below the waterline, and within these casings are fitted the propeller assemblies.

Swords.—Second-hand swords are in great demand. Retired officers who do not wish to hang them over the fireplace should get in touch with Messrs. C. H. Bernard & Sons Ltd., Anglia House, Harwich.

IF THE NUMBER OF BOTTLES COUNT



R.N., R.I.N. and Merchant Navy personnel at Fleet Canteen, Trincomalee. This happy picture, taken after the recent Exercise "Jet," shows some of those who took part relaxing

The week 59 ships and 18,000 ratings converged on Torquay

ONLY A QUARTER OF MEN ASHORE AT ONE TIME

Reading the very interesting description of a visit to Torquay by your correspondent from H.M. Submarine Sea Scout, which appeared in the July issue of NAVY NEWS, I was particularly attracted to the second paragraph of his article which reads:—"The older inhabitants will talk of whole squadrons; flotillas and fleets anchored off in those distant days between the wars; when a line of battleships was more common than a line of cruisers today. Indeed the very smallness of our submarine numbers presents such a town with a certain problem (when trying to arrange a formal programme of entertainment and hospitality for their Naval visitors)."

I had a feeling that the presence of one submarine with its complement of 50 ratings, as the total strength of the fleet on an official visit to Torquay in 1958, might well cause the locals to reflect and to talk of the concentrations in the bay between the wars.

Sixty Ships in Torbay

With the hope that it might be of interest to your correspondent who had listened to the old inhabitants talk, and to many of your readers who might wish for a clearer picture of the strength of an official visit to Torquay in those days; not forgetting those old shipmates who were present in the company when I was serving in the destroyer Vivacious, I turned to my diary for 1923 for the following extract:

Battleships.—Queen Elizabeth, Barham,

Anniversaries

COMPILED by, and printed with permission of, Commander W. B. Rowbottom, Royal Navy.

August 1, 1798.—Battle of the Nile.
August 1, 1915.—Submarine E.11 raided Constantinople.

August 6, 1914.—Amphion sunk by German mine off Aldeburgh Napes.

August 8, 1915.—E.11 sank Turkish Barbarousse Hairedene in Dardanelles.

August 8, 1917.—Lieut. Charles George Sonner, R.N.R., and P.O. Ernest Pitcher, both of Dunraven, awarded the V.C.

August 9, 1945.—Ty. Lieut. (A.) Robert Hampton Gray, R.C.N.V.R., 1841 Squadron, Formidable, awarded the V.C.

August 11, 1942.—Eagle sunk by German U-boat.

August 12, 1854.—V.Cs. awarded to Lieut. John Bythesea and Stoker William Johnstone, both of Arrogant.

August 12, 1942.—Cairo torpedoed by Italian submarine and sunk by own force. Foresight, torpedoed by Italian aircraft, had to be sunk next day.

August 13, 1942.—Manchester sunk by German E. boat.

August 15, 1416.—Battle of Harfleur.

August 15, 1944.—Landing of U.S. and French troops in Southern France.

August 18, 1919.—V.Cs. awarded to Commander Claude Congreve Dobson and Lieut. Gordon Charles Steele, both of C.M.B. 88B.D.

August 19, 1942.—Raid on Dieppe.

August 21, 1800.—Capture of Taku forts.

August 27, 1944.—Britomart and Hussar sunk by German aircraft off Cape d'Antifer.

August 28, 1914.—Action of Heligoland Bight.

August 31, 1855.—Bos'n. Joseph Kellaway (Wrangler) awarded V.C.

Warspite, Malaya, Valiant, Revenge, Ramilies, Hood, Repulse.
Light Cruisers.—Delhi, Dunedin, Dauntless, Dragon, Danae, Conquest.
Parent and Repair Ships.—Sandhurst, Assistance, Greenwich, Cyclops.
Mine Layer.—Princess Margaret.
Target Vessel.—Snardragon.
Destroyers.—Light Cruiser "Coventry" (R.A.D.).
1st Flotilla.—Wallace (D), Warwick, Vancouver, Whirlwind, Velox, Watchman, Vortigern, Walker, Versatile.
2nd Flotilla.—Spenser (D), Wolfhound, Viscount, Viceroy, Winchester, Valorous, Violent, Vanquisher, Venetia.
5th Flotilla.—Malcolm (D), Vampire, Vendetta, Waterhen, Vivacious, Wryneck, Vimiera, Voyager, Walrus.
Submarines.—K.6, K.22, M.1, M.2, M.3.
Tugs.—St. Genny, St. Cyrus.
Drifters.—Avalanche, Flicker, Billow.

On this particular occasion, there were 59 ships and, at a rough estimate a total complement of 18,400 officers and men.

The sight of so many ships at anchor on the waters of Torbay must have been very impressive, and most attractive to the holiday makers, and to residents of Torquay and the surrounding districts, but, with all due respect to the local inhabitants, and all their carefully planned arrangements for our entertainment on shore; there was never likely to be a mass invasion of bluejackets to their towns during such a visit.

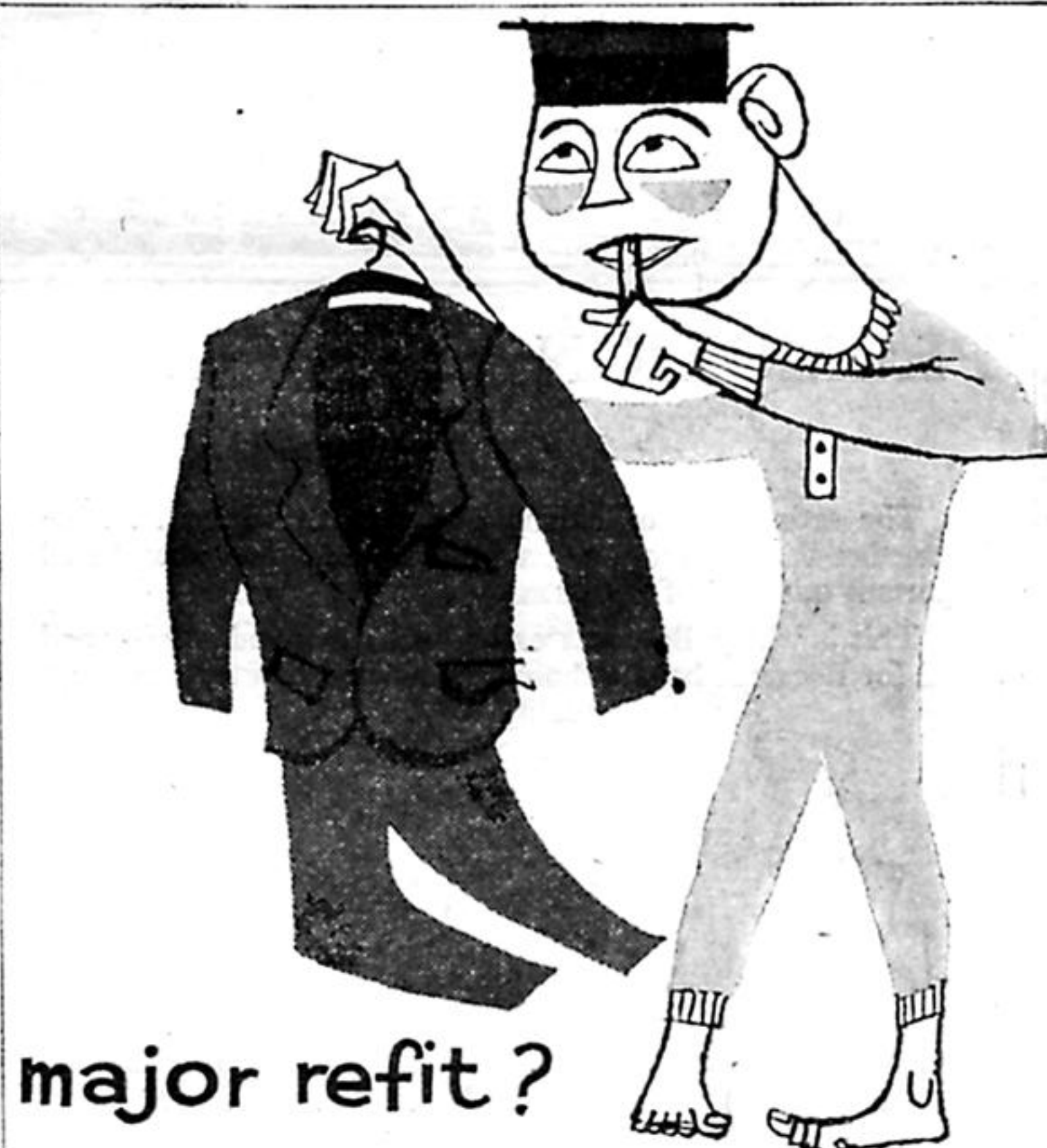
Limited Leave

With only the one small landing pier available, and also no doubt because the great influx of sightseeing visitors would require to the full the limited facilities of the area, any problems which might have arisen by the overwhelming numbers of men were partly solved on arrival, by the granting of "limited leave only"—this in many cases meant for "part of the watch" only—thus reducing the opportunity for shore-going to about a quarter of the total number present on each occasion.

In addition to, and quite apart from, the official curtailment of leave in this way, it was not unusual for a sudden deterioration of the weather to effect a further restriction or cancellation of all leave, and consequently of many of the local arrangements previously made for the visit.

The "Torbay Roll"

On these occasions, the sudden rising of the wind and the sea would be followed by "hoist all boats," which ended the prospect of shore leave, and marked the beginning of a few days of "Torbay roll" as the Atlantic rollers swept into the bay, to set all the destroyers and smaller ships floundering and rolling, almost "gunnels under" and some, weighing and proceeding round the bay in search of better anchorage.



major refit?

After some time at sea, stationed abroad, or just 'every so often', it's natural that you should feel like some new clothes. At times like this the Willerby service really comes into its own. A new suit? There's a splendid range of styles and cloths to choose from, made to measure and ready-to-wear. New number ones? You can be sure, at Willerbys, of personal service combined with real Naval smartness.

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H.M.S. Solebay, a Battle class destroyer, "open" at Portsmouth

Forces Motoring Club

MYSTERY DRIVE A BRAIN-TEASER

THE Portsmouth Branch of the Forces Motoring Club held their annual Mystery Drive and Quiz Wangle on July 20.

The course took the competitors from Hilsea Barracks on a winding route through the Meon Valley finishing at Bishop's Waltham.

Of the 19 starters 10 completed the course without having to open their sealed instructions.

Penalties were awarded for failure to answer questions, for not keeping to the route, incorrect recording of map references and for minutes outside the bogey time.

All competitors found the afternoon most enjoyable in spite of wrestling with seemingly unanswerable conundrums.

The winner was C.P.O. F. G. Selby with 22 points, driving a Sunbeam-Talbot.



King Frederik IX of Denmark inspecting the guard of honour aboard H.M.S. Tyne, flagship of the Commander-in-Chief, Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O. and Bar, at Copenhagen

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Navy Days VICTORIOUS THE BIG ATTRACTION AT PORTSMOUTH

INCLUDING H.M.S. Victory, 18 ships (including three submarines) are open to visitors to Navy Days at Portsmouth. This number is not as large as on some Navy Days occasions, but with a smaller Navy, and therefore greater demands upon the seagoing ships available, it is only natural that fewer ships are available for Navy Days.

Visitors to the Dockyard will find, however, that the "Navy's Own Show" has not suffered in its appeal. H.M.S. Victorious, the most modern aircraft

carrier, will welcome visitors and of the other ships open to visitors there are three submarines (always an almost irresistible attraction to visitors), the submarine depot ship H.M.S. Tyne, the cruiser Kenya, three destroyers and five frigates.

Ships will always take pride of place with the visitors, and they will find many demonstrations prepared to amuse and illustrate the work and duties of the Royal Navy.

A Whirlwind helicopter of Victorious will demonstrate how a rescue can be effected. H.M.S. Excellent displays some of the items of the Gunnery School, including one working model of a guided weapon. The Royal Navy's School of Diving from H.M.S. Vernon demonstrate various types of equipment, and there will be a static display of aircraft and aircraft equipment in H.M.S. Victorious.

That is nerve

The R.N. School of Physical Training will give various displays, including vaulting exercises using trampoline and trampoline as means of take-off. Having seen this display, and whilst readily agreeing that great control and skill are required, there is one other requirement, and that is nerve. The vaulting exercises conclude the P.T. Display, and are a thrilling finale.

Landing craft will take visitors round the harbour—there is a display by the Victory Boy Cadet Corps, and exhibitions by the Dockyard, H.M.S. Dryad and H.M.S. Collingwood. Given reasonably fine weather, Navy Days will be an unqualified success, and visitors will have the added satisfaction that all profits are devoted to the funds and trusts formed for the welfare not only of the active but also of the retired and pensioned personnel and their dependants of the Royal Navy.

The 'Elite' of the Navy

SUBS ALWAYS GET THE CROWDS

NAVY Days are here again. As usual there will be several submarines open to visitors; and many people queue up patiently for their turn to inspect this very particular type of warship. Although the submarines are the least advertised ships, they draw the biggest crowds. What is this fascination? It cannot be summed up in one word, as it must appeal to an individual in his own way. Perhaps it would be better to remember a speech by the Prime Minister (Sir Winston Churchill) in the House of Commons in 1941.

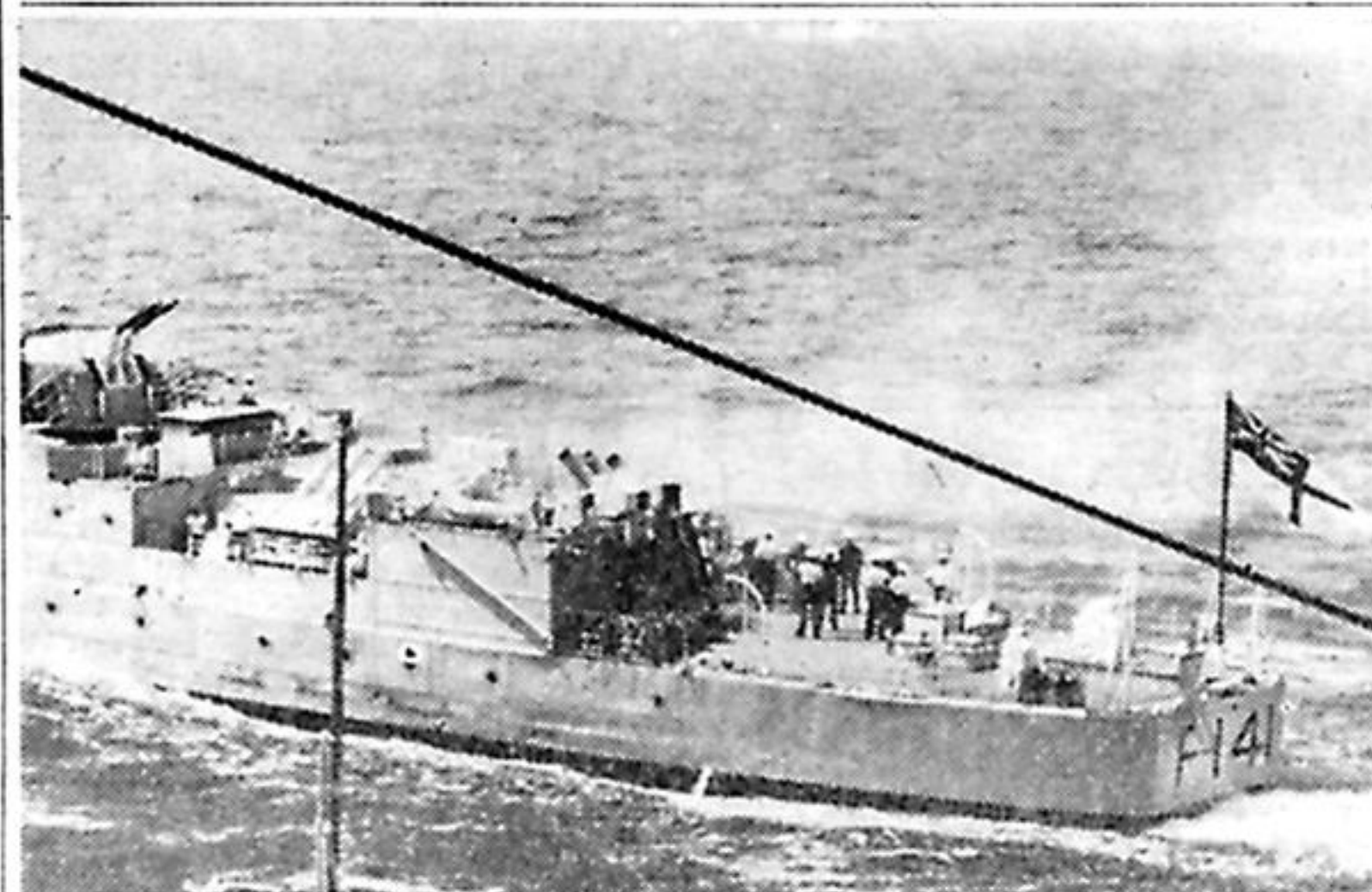
"I have often looked for an opportunity of paying tribute to our submarines. There is no branch of His Majesty's Forces which in this war has suffered the same proportion of fatal loss as our submarine service.

"It is the most dangerous of all services. That is perhaps the reason why the First Lord tells me that our entry into it is keenly sought by officers and men.

"I feel sure the House would wish to testify its gratitude and admiration to our submarine crews for their skill and devotion, which have proved of inestimable value to the life of our country."

This war-time tribute in no way diminishes the exceptionally high standard of the peace-time submarines. The submarines of today are vastly more complicated weapons of war than they were 17 years ago, and because of this the submarine crews have to be selected from the best the Navy can provide.

When you have met a submariner you have met one of the élite of the Royal Navy.



H.M.S. Undine firing her A/S mortars during the recent Exercise "Shop-window." Undine is one of the ships open to visitors during the Portsmouth Navy Days (August 2-4)

Magic words 'Navy Days' always did the trick

AN innovation into the P.T. world in the last few years has been the introduction of the Trampoline. Although still in its infancy regarding syllabus, it is rapidly becoming popular among physical trainers.

The Chatham P.T. staff are giving this piece of apparatus a trial as a display item for the Navy Days as a variation to the more usual high box or chair tricks.

We got off to a fairly poor start with lack of ability on the part of the P.T. staff owing to unfamiliarity with the apparatus. However, after much practice and hard work, not to mention a great number of knocks and bruises, a display began to take shape, but there was still something lacking. It was then decided to introduce a high box on the end of the trampoline and to combine a series of vaults over this box-horse with the general run of bounces and somers-

saults to add a more spectacular finish to the performer leaving the trampoline.

Once again, for a week or so, teething troubles were experienced and then it began to take shape. Combining techniques of high box, agility and diving, a display worthy of presenting to the public was being built up.

Then disaster! The elastic supporting the canvas bed became badly worn, and eventually snapped. Negotiations were hastily carried out and after uttering the magic words, "Navy Days", a new canvas and elastic loops, as used on all high-class trampolines, appeared.

Display rehearsals are now in full swing twice daily and after a preliminary run through at the "City of Rochester, Fete," on July 26, a display will be put on in the R.N. barracks.

BOUNCE.

GUIDED MISSILES ON VIEW AT CHATHAM

W.R.N.S. baby sitters at Chatham Navy Days

VISITORS to this year's Navy Days at Chatham (August 2, 3 and 4) will be able to see some of the Royal Navy's latest guided missiles, aerobatics and mock attacks by Fleet Air Arm aircraft, hear massed Royal Marine bands, and taste Navy cooking, in addition to enjoying other displays afloat and ashore.

The Navy is providing W.R.N.S. personnel as baby-sitters, to look after small children in a special nursery, and, for the first time at Chatham, the new Naval school of cookery will be open to the public.

Visitors will be able to see trainee cooks preparing the food which will later be sold there for Naval charities. To contrast with a display showing the latest types of galley equipment will be another of Naval food dating back to 1590. It will depict the days when, according to a statement in Parliament in 1703, 10 men died in the Navy from bad food for every one killed by shot, and when every man and boy in the Service received a gallon of beer and a pound of biscuit a day! In 1740 they received a half-pint of rum a day.

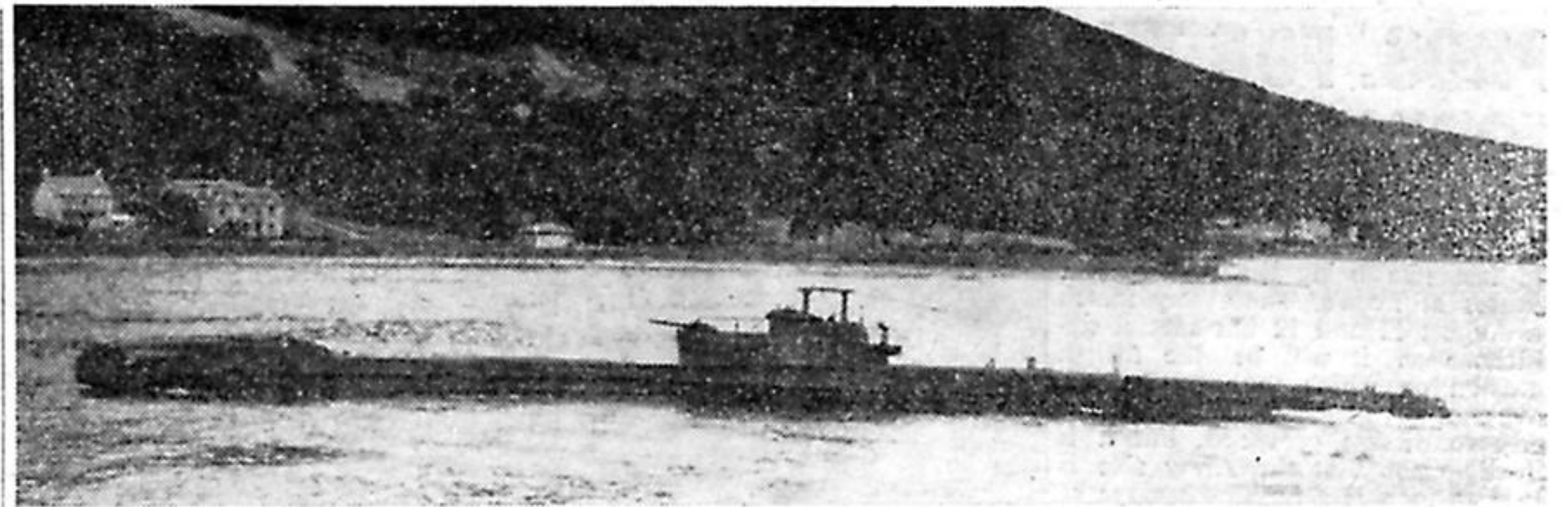
THE NAVY'S DIET

The major developments in the Navy's diet will be shown, and special arrangements are being made to show what the future meal afloat is going to be like. To illustrate their versatility, the Royal Navy cooks at Chatham will also be busy during Navy Days making attractive delicacies.

H.M. ships open to the public will include the destroyers *Diamond* and *Lagos*; *Hardy*, *Eastbourne*, *Relentless* and *Paladin* (frigates); the wreck dispersal trawler *Steepleholm*; the survey vessel *Scott*, and the submarines *Thule* and *Tireless*. Ships taking part in displays, but not open to the public, will include the frigate *Grenville*, the minesweeper *Inglesham* and the submarine *Springer*.

Massed bands of the Royal Marines will be playing at the arena display, which will include high box vaulting by 70 juniors from H.M.S. *Ganges*, and arms drill by the King's Squad, Royal Marines, the senior recruit squad who compete for an award first given by the late King George V.

The three-day show will be open from 11.30 a.m. to 6 p.m. daily, and admission will cost 2s. 6d. (1s. for children under 14). Car parking will be 2s. (1s. for solo motor-cycles).



H.M.S. Thule, "open" to visitors at Chatham, has a complement of five officers and 65 ratings. Completed in 1944 the ship has an endurance of about 42 days at sea

Army is present favourite for Chatham barracks

GREATLY CHANGED VISTA IN FIVE YEARS' TIME

THE past month has seen Chatham very busy: foremost in importance was the relief of the Commander-in-Chief, The Nore. On Wednesday, July 9, the flag of Vice-Admiral Sir Robin Durnford-Slater was broken at the masthead of H.M.S. *Paladin* and at sunset the flag of Admiral Sir Frederick Parham was struck at Admiralty House. The actual handing over of the Command took place at Admiralty House at 1100 hrs. Admiral Parham had visited R.N. Barracks for the last time in his official capacity on Friday, July 4, when he took the salute at Divisions. We all wish Admiral and Lady Parham every good fortune in their retirement.

On June 25 H.M.S. *Bassingham* was handed over to the Royal East African Navy—the ship was formally accepted by Sir Arthur Kirby, Commissioner for East Africa in London, from Admiral Parham at a brief ceremony in the Dockyard. *Bassingham* replaces the old *Shakes-*

peare Class minesweeper *Rosalind* which has given considerable service to the youngest Navy in the Commonwealth.

Second Sea Lord's Visit

On June 2-7 the Second Sea Lord, Vice-Admiral D. E. Holland-Martin, paid a brief visit to R.N. Barracks where he took the salute at Divisions and inspected the R.N. Supply School.

On July 15 the flush of ratings of all branches disappeared from the Barracks when H.M.S. *Birmingham* commissioned under the command of Capt. S. H. Beattie, V.C. As the commissioning had been delayed for one week a large proportion of the new crew had been gathering in the barracks during the fortnight prior to commissioning day.

To look forward to, we have the visit of the First Sea Lord to T.S. *Arethusa*, which will be reported elsewhere in the paper. Preparations

for Navy Days are almost complete and we are hoping for fine weather and a record attendance.

The Naval Barracks

The future of R.N. barracks occupies a prominent position in almost every edition of the local papers—so far it has been considered and rejected for use as a University or some other educational purposes: current favourite seems to be the possibility of its becoming an Army barracks for the Royal Engineers (who already almost surround the landward walls). Rumours are, as usual, rife—in a single day one can hear mention of prisons, bulldozers, schools, evacuating Bath, etc. All that does seem certain is that visitors to Chatham in five or so years' time will find the appearance of the area between Pembroke Gate and Chatham Town Hall very different.

Relations with the local authorities remain as cordial as ever.

SEA CADETS' RAPID REACTION

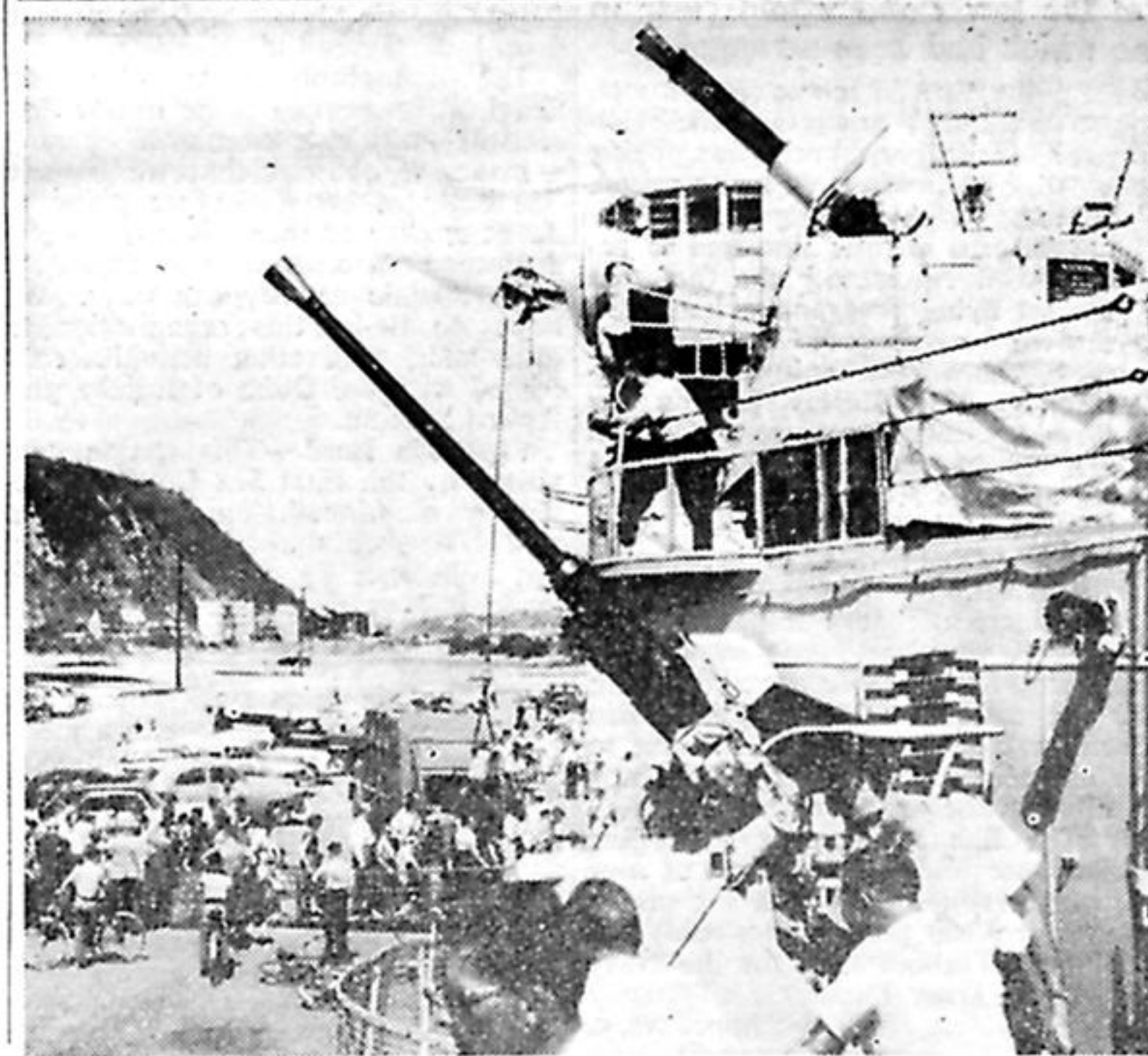
THE value of the Sea Cadet training in keeping cool heads in emergency and making rapid reactions to untoward circumstances is being proved time and time again by the usual crop of summer mishaps.

To take a few recent instances. When a 10-year-old boy fell 40 feet over a cliff on to a ledge, near Blacknor Fort, Portland, a 14-year-old Sea Cadet, Edward Hilton, of the Portland unit, was the first to scramble down to his side and comfort him until the arrival of the ambulance and other aid. Cadet Hilton's action was all the more noteworthy because the cliff was so steep that the boy (who had a broken arm among other injuries) had to be lowered to a motor boat to be rescued.

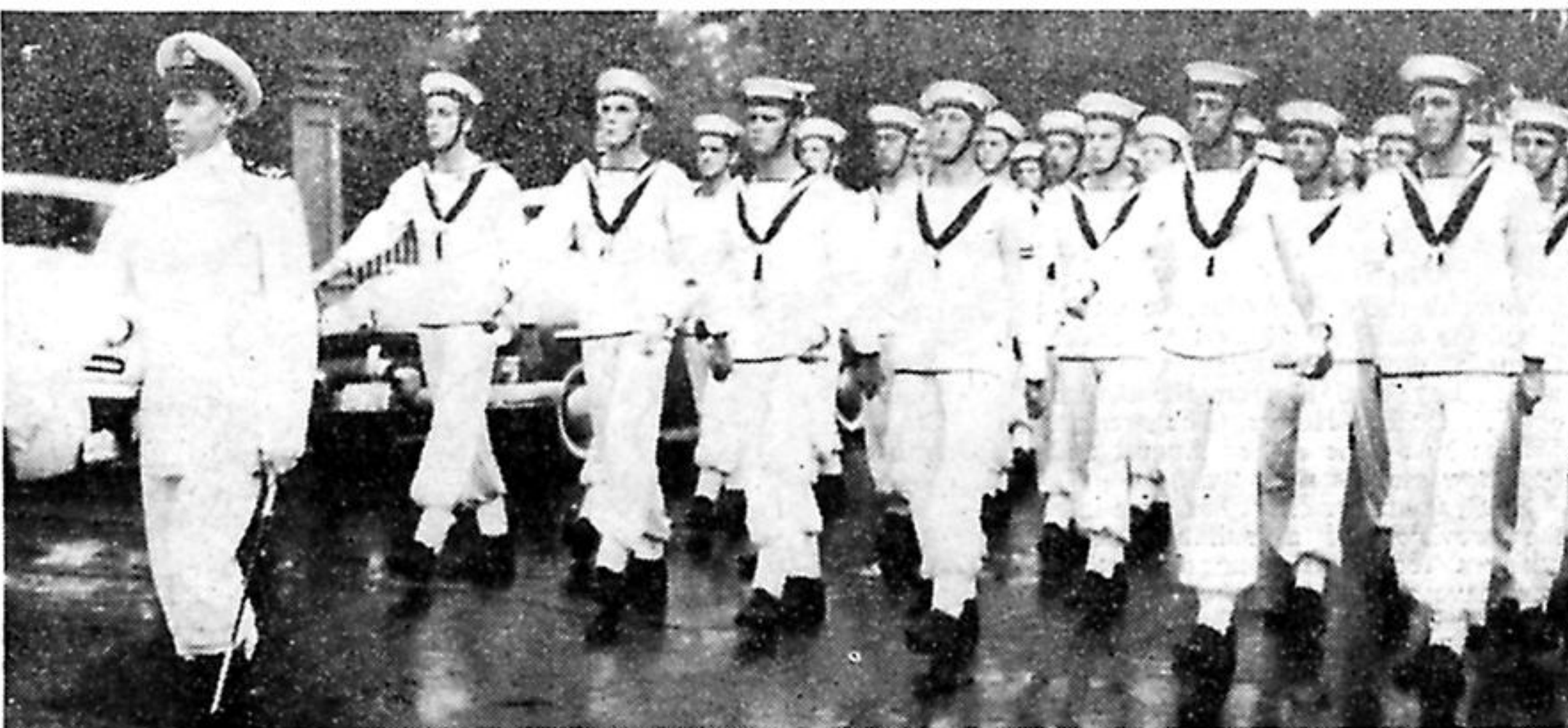
A 17-year-old Maidstone cadet, John Lallyette, taking part in canoe work at the Outward Bound course at Aberdovey, was overturned one and a half miles from shore in a strong outgoing tide, and it was some time before help could arrive. But he kept afloat without undue fuss.

Awards to cadets who have saved life at sea and inland are numerous, as previously instanced in these columns, but an unusual rescue in the Tyne is worth mentioning. An alert member of a drill parade of the South Shields

unit noticed a speck of colour dropping towards the water—a budgerigar, in fact. A dinghy was lowered within a minute and the wet bird was found clinging to a ledge on the side of the training ship.



FOUR AND A HALF MILES IN THE RAIN



H.M.S. *Birmingham* visited Quebec during the city's 350th anniversary celebration. The weather was most unkind during the parade—four and a half miles through torrential rain. Although soaked to the skin, the bearing of the naval contingent remained superb (below). The picture above shows *Birmingham* open to visitors alongside the jetty in Wolfe's Cove, with the Heights of Abraham in the background, and proves the weather could be kind. H.M.S. *Birmingham* will be open to visitors at Portland during Navy Days (August 2-4)

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The 50th Match

ARMY HAVE
PROS. FOR THE
LORD'S GAME

THE Royal Navy is playing 13 representative matches this year, the last two being the inter-Service fixtures at Lord's. The Army match on August 11 and 12 has special significance as it will be the fiftieth occasion on which the two Services have met at this game. It is as yet too early to discuss prospects, but it is already clear that the Army side is likely to include a high percentage of competent young professionals. This could also be the case with the R.A.F., and both sides will be strong.

The Royal Navy's record up to the second week in July is seven played, four drawn, two lost and one won. The side has been bowled out twice in two matches, both in May; the first against Hampshire in a drawn game and the second against Sussex, at Hove, where the county team won convincingly. The drawn games included those with Incogniti, Royal Artillery and R.N.C., Dartmouth. Against Surrey II, at the Oval, where some 900 runs were scored, there was an exciting finish, A. V. Bedser making the winning hit, a six, off the penultimate ball.

At Gillingham the first win of the season was registered, against a strong Royal Engineers' side. Out for 108 in the first innings made in 185 minutes, the Navy was set 174 to get in 115 minutes in their second. This was achieved at the cost of two wickets and with seven minutes to spare.

The following players have scored a hundred: Lieut.-Cdr. M. L. Y. Ainsworth, captain of the Combined Services XI—112 v. Surrey II and 95 v. Hampshire; Second-Lieut. S. J. S. Clarke, R.M.—106 v. Incogniti; Cdr. A. L. S. S. Thackara—105 v. Britannia Royal Naval College, Dartmouth.

MERCHANT SHIPS
WHICH RESEMBLED
BATTLESHIPS

SIR—I am writing an account of certain little-known operations during the Second World War, which will include mention of the merchant ships temporarily converted to resemble the battleships *Revenge* and *Resolution* and the aircraft carrier *Hermes*. Also of the old battleship *Centurion*, which was altered to look like the battleship *Anson*, and as such did a convoy to Malta and a trip to Bombay. I would be very glad to hear from any of your readers who served either as officers or ratings in those ships in their war-time guise. Any stories and anecdotes will be welcome, and all letters will be answered.

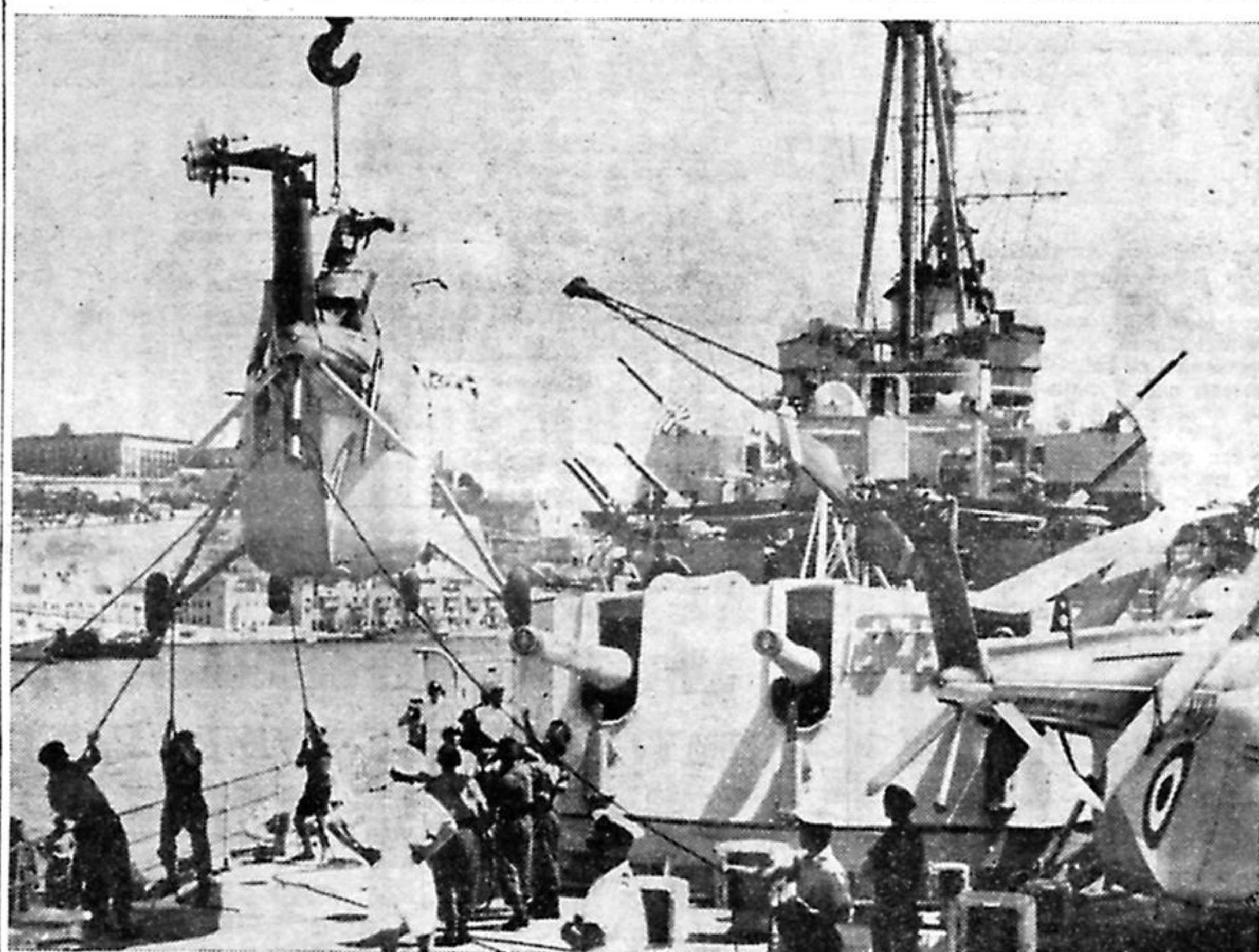
A. CECIL HAMPSHIRE

6 Southbourne Gardens, Eastcote,
Ruislip, Middx.Duke Opens Ultra Modern
Officers' Mess at Manadon

AS the youngest officer under training at the Royal Naval Engineering College at Manadon, near Plymouth, 17-year-old Cadet Robert Carnie, R.N., was chosen to present to the Duke of Edinburgh the gold key used to open the new Officers' Mess at the College on Tuesday, July 29. A New Zealander from Christchurch, he is undertaking the Air Cadet Course at Manadon before starting his flying training.

The Duke of Edinburgh unlocked the massive double doors leading to the entrance hall before unveiling a commemorative stone and attending a service of blessing. Afterwards the Duke

NAVAL HISTORY IS MADE



For the first time in its history, a Royal Navy cruiser, H.M.S. Bermuda, has been used to transport a Marine Commando operational group complete with its four helicopters. They were taken from Malta to Cyprus for security duties on the island. One of the helicopters of 728C Flight being hoisted on board the boat deck of H.M.S. Bermuda, where they were lashed down for the voyage

10,000 CUSTOMERS WERE SATISFIED

Abbotsinch Raises £750 for
Navy Charities

WE duly held our "At Home" on June 28 but even on the forenoon there was no certainty that the low cloud would clear in time to put on the flying programme which had been arranged.

Nevertheless, it became apparent soon after our gates opened at 1300, that many of the local folk had decided to ignore the conditions, bless their (Paisley) cotton socks! By 1400, it was possible to judge, without instruments, that last year's rather pathetic attendance of about 4,500 had been left well behind and that we were doing all right.

Like Yo-Yos

Aircraft were being examined, ejector seat trainers flashing up and down like yo-yos, fathers having the more technical points explained to them by their sons, V.I.P.s were being enclosed, 10-year-old flying aces were having their pictures taken as they sat grimly at the controls, balloons

were going aloft in scores from a met. dept. drunk with power and the skirling of the pipes, beer was being downed, and funds were being raised.

With all this going on on the ground, the crowds appeared to accept with equanimity the fact that the set flying programme had been thrown overboard; nevertheless, they thoroughly enjoyed an extremely able display put on for them by station resources (Gannet, Sea Hawk, Venom) plus a splendid bit of Sabre Jet handling by a very helpful colleague based on Renfrew, (F./Lieut. Gunter-Smith, R.C.A.F.).

Considering that our task forces us to rely very heavily on outside flying resources on these occasions (with all the difficulties that implies when decisions about weather, etc., have to be made in a hurry) this display was a most praiseworthy effort.

The financial upshot (excluding that complicated business of our being credited later with the profits on our 3,000 programmes sold) was a sum of about £750 for the Navy Weeks' Trust Fund.

The abstract result, we hope, was a satisfied 10,000 or so customers, who will be ready to bring their friends next year.

Sanderling Naval Air Cadets.—This writer, too many years ago, drove a type of vessel, nicknamed by the popular press—"Britain's Baby Battleship." Well, if there is still such a thing listed in "Jane's," we've got what looks like a handpicked crew, here at Abbotsinch.

Towards the end of May, we established the Sanderling Naval Air Cadet Corps, at present 20 strong, with nine station boys and 11 from the Bridge of Weir Orphan Homes. (The strength will be 30 by the end of August and 60 a few months after that.)

Much volunteer effort has gone into the provision of a suitable headquarters for these youngsters; they now have a torpedo-flat, quarterdeck, mess deck and ship's office all under one roof (sorry, deckhead!) and some of our artistic Wrens have done their very proficient best with brush and paint to ensure that the place has that nautical atmosphere about it.

The C.O.'s Duties

The air gunnery officer, S./Lt. Huck, has taken on the commanding officer's duties, and prepared a syllabus which starts with basic seamanship and later goes on to the air side.

The boys were kitted-up almost immediately on "mobilisation" by courtesy of donations from Captain's Fund, Ship's Welfare, Wardroom and Petty Officer's Messes and one private firm, India Tyres Ltd.

The photograph, showing the First Sea Lord inspecting some of the first recruits—within a month of opening—makes it obvious that we have a fine body of boys who are going to do us credit and themselves, we hope, a power of good in all the ways such a worthwhile activity can offer. We hope to tie-in this organisation, a little later, with other activities concerned with the Duke of Edinburgh's Award Scheme.

First Sea Lord.—This station was visited by the First Sea Lord, as previously mentioned, on July 4. The visit lasted only a couple of hours, but adherence to a strict time-table made it possible to see a good deal of the establishment.

Proposed Abbotsinch Primary School.—This important project has been taken a step further with a meeting between the Paisley Sub-committee of the Renfrewshire Education Authority and station representatives, headed by Capt. E. N. Poland. The station proposals were favourably received, in principle, and both the parties now have to look to their respective authorities for the furtherance of the scheme.

TENSE GOLD
CUP HEATSHedges Wins
Trophy For
Devonport
Services

RACING for the Gold Cup and the Coningham Cup took place under the burgee of the Seaview Yacht Club at Seaview on Saturday and Sunday, July 5 and 6. The meeting was arranged by the Association of Service Yacht Clubs. The boats used were of the Mermaid class.

The Gold Cup is an inter-club championship and six clubs with Royal Naval connections entered out of a total of 22 Service sailing clubs and associations.

Saturday was a day of light, variable winds. The R.N.V.R. Sailing Association (Rupert Thorpe) finished second in the first heat, the Royal Marine Sailing Club (Major Maude) bringing up the rear. In the second heat, Devonport Services Sailing Association (Inst.-Lieut.-Cdr. Hedges) finished third to qualify for the final. The R.N.S.A. crew in this heat, Dick Hewitt at the helm, suffered a contretemps at an early mark and would have finished last if they hadn't withdrawn.

WEST-GOING TIDE

The third heat provided great excitement. The easterly wind became lighter and lighter and a strong west-going tide had by now developed. The Transport Command (R.A.F.) and Home Command (Army) boats were unable to cross the finishing line and kedged in its vicinity. Some 30 minutes later, Ross Coles defending the Gold Cup for the Portsmouth Command Sailing Association arrived with just sufficient way for his stem to cross the line and no more.

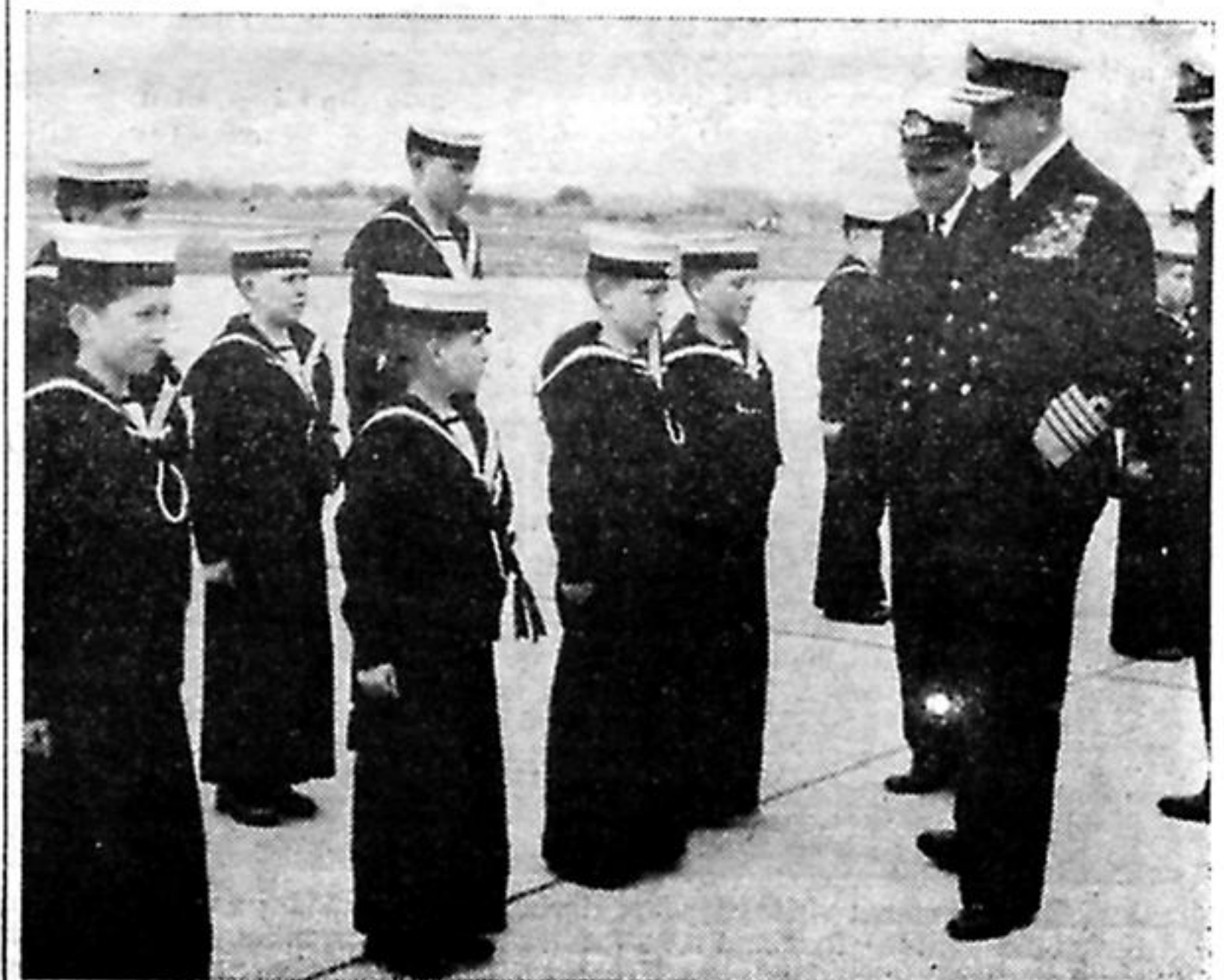
Due to the time taken to complete this heat, the final of the Gold Cup had to be deferred until Sunday forenoon. This was won convincingly for Devonport Services Sailing Association by Hedges; Portsmouth Command Sailing Association (Surg.-Lieut. Coles) could not quite catch the Transport Command (R.A.F.) and had to be content with third place.

CONINGHAM CUP

Racing for the Coningham Cup (won by the Royal Navy for the first time last year) followed. Each Service in this event had a team of three boats each manned by three men and each Service raced against the other two. The Navy's helmsmen were Hedges, Mooney and Coles and the team was captained by Dick Hewitt.

The first race was Navy versus R.A.F. and produced some extremely fierce team racing. As the boats approached the finishing line with the Navy in second, fourth and fifth, the dilemma of Doc. Mooney in the leading Navy boat was evident to all. However, the Navy team eventually suffered a narrow defeat, by 19 points to 20½.

In the second race, the Navy led the Army throughout (24½ points to 15) and the interest now lay in the last race between Army and R.A.F. This again was a decisive defeat of the Army, although not so overwhelming as that inflicted by the Navy. Consequently the Coningham Cup returned to the R.A.F.



What a smart body of youngsters! The First Sea Lord chats with members of the newly formed Sanderling Naval Air Cadets

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LOCH RUTHVEN MAKES 200th DHOW SEARCH IN PERSIAN GULF



PERSIAN GULF

ONE of the many duties of ships in the Persian Gulf is the boarding and searching of vessels, and H.M.S. Loch Ruthven (Cdr. W. B. Smith, R.N.) has recently searched her 200th dhow during the present commission, and this occasion was marked by the issue of a special certificate handed to the Nakhuda of the dhow.

The boarding party of seamen and marines returning to the ship, the search completed



On completion of the search of the 200th dhow, the Boarding Officer (Lieut. V. E. Partridge) presents the clearance forms and, on this occasion, a special certificate to the Nakhuda of the dhow

In Memoriam

Hugh Fullerton, Leading Mechanic (E.), Ulster/998470, R.N.V.R., H.M.S. Kilmorey. Died June 7, 1958.

Midshipman D. W. Prothero, Royal Navy. Died June 17, 1958. R.N. College, Dartmouth.

Jack Lovell Halford, Colour Sergeant, Royal Marines, Po/X.3058, 3rd Commando Brigade. Died June 17, 1958.

Anthony Peter Goode, Able Seaman, C/SSX.865636, H.M.S. Neptune. Died June 20, 1958.

Lieut. J. H. Sherren-Hall, Royal Navy, H.M.S. Fulmar. Died June 30, 1958.

Lieut. J. B. Spicer, Royal Navy, H.M.S. Drake. Died July 4, 1958.

Lieut. A. Howarth, Royal Navy, H.M.S. Goldcrest. Died July 5, 1958.

Hugh Christopher Fairbairn, Able Seaman, C/JX.901504, H.M.S. Pembroke. Died July 5, 1958.

Lieut.-Commander W. J. Prowse, Royal Navy, H.M.S. Teazer. Died July 10, 1958.

David Baldwin, Sergeant, Royal Marines, R.M.7784, No. 45 Heliforce, R.M. Died July 13, 1958.

David Glyn Whitham, Marine, R.M.16250, No. 45 Heliforce R.M. Died July 13, 1958.

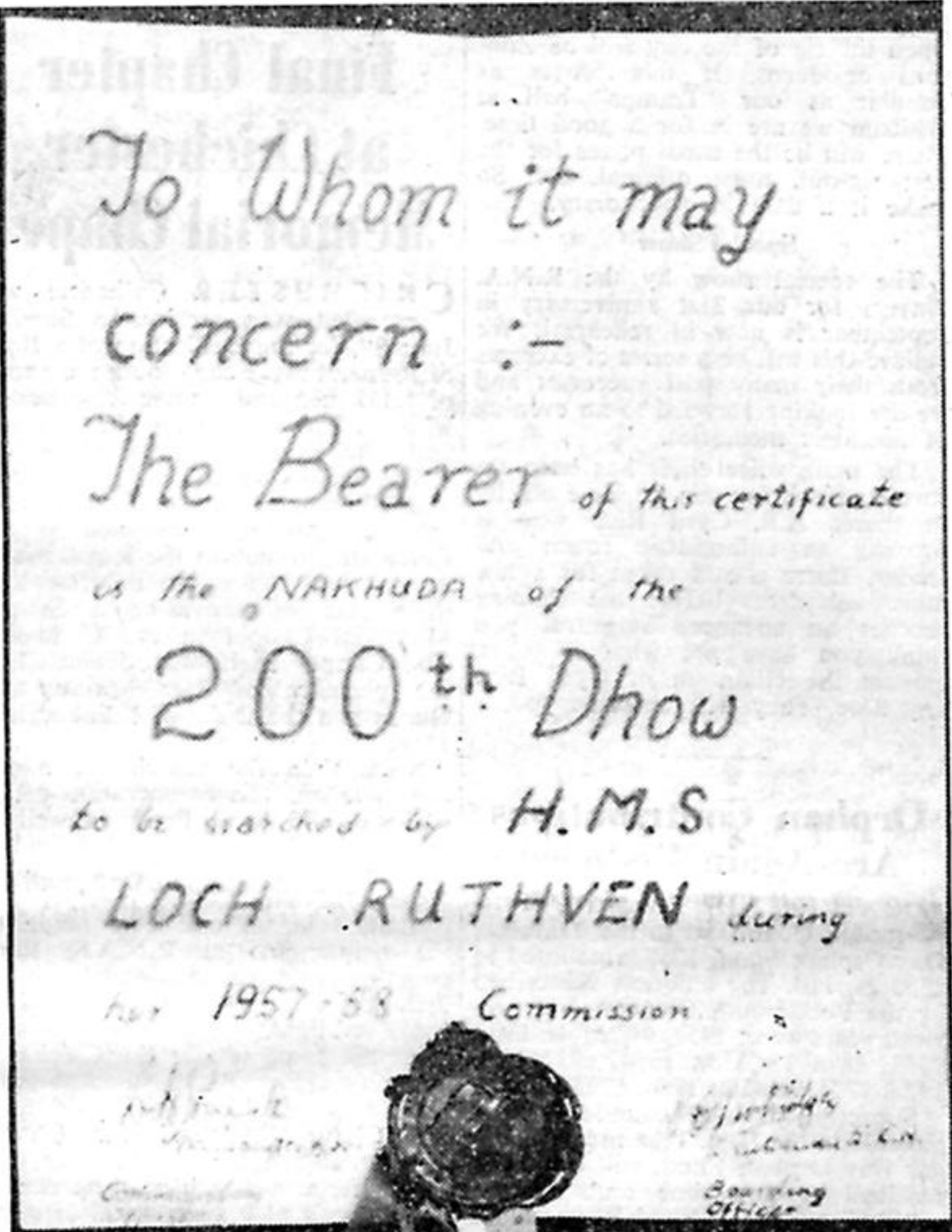
Harry Samuel Bostock, Marine, R.M.15473, No. 40 Royal Marine Commando. Died July 15, 1958.

Lieut. A. G. Hamon, Royal Navy, H.M.S. Eagle. Died July 23, 1958.

Sub-Lieut. A. J. Haywood, Royal Navy, H.M.S. Eagle. Died July 23, 1958.

Lieut. J. Webster Royal Navy. Died July 25, 1958.

Lieut. B. C. Wood, Royal Navy. Died July 25, 1958.



The certificate presented to the Nakhuda of the 200th dhow to be searched by H.M.S. Loch Ruthven

NAVY GOES IN FOR A STAMINA MARCH AND COVERS 100 MILES WITH 40 lbs.

THE First Sea Lord, Earl Mountbatten of Burma, paid a visit to the establishment on Friday, July 11. After his arrival by air he addressed the officers and men in the cinema, pointing out the increasingly important role that the Royal Navy was playing in defence in this nuclear age and how the Fleet Air Arm fitted into this role. In a signal received later, the First Sea Lord said he was most impressed by the spirit of those he had met and had seen enough during his visit to realise that the important training tasks were in good hands and were being tackled with imagination.

As an experiment to augment the Glen Esk Training Scheme, half the sixth-term apprentices completed a week on the Clyde in the yacht Sea Swallow.

The yacht, some 40 feet long overall and with no engine, sailed from Gourock under the command of Instr. Lieut.-Cdr. I. C. Ferguson, D.S.C. After a day of varied sailing conditions, the crew settled down well and eventually towed the yacht into Lamlash at midnight.

Rough Sail

A rough sail to Campbeltown the next day saw several apprentices feeling a trifle under the weather. On the Wednesday the yacht reached Lochranza, and it started raining, which continued the next day on the run to Tighnabruich.

Strong winds prevented sailing on Friday morning, but the voyage through the Kyles of Bute was completed in the evening and the yacht anchored at Port Bannatyne.

A spinnaker run up to Hunter's Quay on the Saturday was followed by a very slow sail to Greenock on the Sunday—five miles in six hours!

Apart from bumps and bruises everyone enjoyed themselves and acquired a rich mahogany tan (wind not sun), while it is believed that the apprentices learnt a lot about sailing.

The remainder of the sixth-term apprentices went to the Loch Lee camp where they were augmented by members of the Condor ship's company, this being the first time that the ship's company have gone up the Glen.

Leadership Experiment

The 16 apprentices of 9 Term, with Lieut. Preston in charge, joined up with 16 apprentices of H.M.S. Caledonia and 25 sub-lieutenants from H.M.S. Thunderer in an experiment in leadership and team work in Ross and Sutherland. Split up into parties they made their way on foot over the mountains from Glen Carron through various check points to Kinlochewe, Ullapool, Oykel Bridge, Lairg, and Laxford Bridge.

The fact that these young men marched at least 100 miles carrying 40 lb. on their backs, camping each night in rugged unpopulated country, demonstrates the stamina of modern youth. The lessons learnt were also important, as it taught all of them that they are part of a team in the mountains as well as in the Navy.

The Long Week-end

Five members of the Church of England Men's Society paid a visit to Iona during this period and were personally shown over the Abbey by

the Head of the Community, the Rev. G. F. Macleod, M.C.

Members of the Mountain Club and Mountain Rescue Unit spent the week-end at Glencoe, where fortunately no one was massacred, nor did any mishaps occur, but many rock climbs and challenging heights were conquered.

The inter-departmental competition in athletics in Home Air Command, in which standards were set in times, lengths and heights, was won by the Arbroath senior apprentices. They have been awarded a "make and mend."

A veterans' match between the Wardroom plus Regulating Staff and the Chief Petty Officers ended in an honourable draw. The most remarkable feature of the match was an elegant linesman who rode on a bicycle balancing a shiny top hat on his head and warding off the fierce rays of the tropical sun with an umbrella.

Social affairs

The ship's company held another successful dance and the "Condor Cats," third in a recent east of Scotland skiffle contest, gave a demonstration of their virtuosity.

The Chief Petty Officers indulged in a successful social and on the same evening the Wardroom held its summer ball.

From all parts to Royal Hospital School Reunion

THE annual reunion of the Royal Hospital School Old Boys' Association attracted contingents from Scotland, Cornwall, Portsmouth and Chatham, together with individuals from all over the country.

At the annual meeting it was reported that finances were in excellent condition. As the result of an alteration to Rule 4 the annual subscription is 5s., due on July 1.

Among the 150 at dinner was Admiral Enright, an old boy, Chaplain of the Fleet the Ven. Archdeacon Darrell Bunt, R. Miller, the Director of Greenwich Hospital, as well as a number of school staff.

A./A.M. Johnston, of H.M.S. Figgard, presented Mrs. York, wife of the President, with a bouquet.

Next morning members attended

church service, and at the March Past the salute was taken by Commander Allen, Parliamentary Secretary to the Admiralty, supported by Admiral Enright and the Director of Greenwich Hospital.

NATIONAL SERVICE RELEASE

Admiralty Fleet Order 1686/58 states that cases may arise where, although men have applied for early call-up in good time to enable them to complete two years' National Service before the start of a course of full-time study, such call-up has been delayed through circumstances outside their control, and these men may apply for their early release to be considered.



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THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

CALENDAR

Hounslow
August 8.—Important General Meeting at 8 p.m.
September 6.—Visit to Gosport Branch.
September.—Attending Battersea and Willesden Branches for dedications.

Witney
August 31.—Dedication ceremony.

Portsmouth
August 4.—"Teddy boys" dance at club.
September.—Twenty-first anniversary.

Newcastle and Gateshead
October 21.—Trafalgar Day dance in H.M.S. Calliope.

Ashford (Kent)
August 3.—Mans R.N.A. stand at Chatham Navy Days.

Cheltenham
August 31.—Attending Witney Branch dedication.

Havant
August 16.—No. 3 Area Delegates' meeting in Havant.
September 2.—Branch meeting and talk on Headquarters Reserve, R.N.V.R., Portsmouth.

HOUNSLOW'S DELEGATES VIEW OF CONFERENCE

AS THE conference has already been commented upon in the NAVY NEWS, I will only add my personal view as delegate. It was with a mixed feeling when I arrived, and it was certainly the same when I left. Having had time to meditate, I feel it is a waste of time and money and can fully understand why so many branches abstained from attending.

Owing to transport difficulties recently, we had to curtail some of our social darts matches, but glad to say we are now making up for our setbacks by going full speed ahead. Our next big social event will be on September 6 when we visit Gosport Branch. We have accepted invitations to attend Battersea and Willesden Branches for their dedications in September.

Shipmate Garrod, chairman, and Shipmate Daniels had the pleasure of meeting several shipmates of various branches when they paid an unexpected visit to Finsbury Branch for their draw on July 12, and I must say it was a very good evening and so "chummy." We hope to have the pleasure of another visit and to bring more of our members next time. We must share the good things of life, but must keep the "not so good" to ourselves.

The next general meeting is on August 8 at 2000 hours, when final arrangements are to be promulgated for the outing and to fix up dates for the next social and darts match. Don't forget, shipmates, these dates are fixed for your entertainment and that, of course, goes for any serving chummy who is in this vicinity on Friday nights, of the Railway Hotel, Whitton Road. There is always fun and frivolity.

FAMILIES DAY IN H.M.S. DOLPHIN

CHARITY does not always begin at home. The truth of this statement has been evinced by the officers and men of H.M.S. Dolphin, who collected £65 in order to give some 84 London children a day in company with families of those serving in H.M.S. Dolphin. The children, selected by the Children's Country Holiday Fund, gathered at Waterloo and were escorted to Portsmouth by four sailors. The children took full part in the afternoon's activities and were carefully shepherded back to London at the end of the day.

IT WAS AN UNWRITTEN LAW

YOU CAN BRING YOUR WIVES & SWEETHEARTS

WE have been having a very quiet period at Pitt Street recently—so quiet in fact, that we have found it difficult to muster a quorum of 50 on general meeting nights. Maybe its the holiday period, or TV, or just that there is nothing exciting to natter about, but, whatever it is, we have got to snap out of it. Its so easy to leave it to the other fellow but that is no way to run a live association and apathy brings its own reward.

One of the reasons advanced for the fall-off was that a chap didn't like to attend the meeting if he couldn't bring his wife. The committee made an exhaustive search of the records to find authority for this ruling but it appears to be one of those unwritten laws. To make sure, we asked headquarters if there was such a rule and the answer is no in both cases. So there it is shipmates, if you would like to bring the wife or girl friend along on meeting nights, we will be glad to have her, although, of course, strictly as a visitor who cannot take part or vote in any discussion.

Another conference is over and by all accounts it proved a resounding success for No. 10 Area, who appear to have gone to endless trouble and expense to ensure that everybody had a good time as well as a smooth running programme. Congratulations from Pompey to all concerned in the organisation.

Social Events

The next important social event at

Hectic Times at Ashford

THESE are hectic times for Ashford. There is never a dull moment. The branch is still keeping up its New Year resolution of one new member per meeting, and Shipmate George Philpott, the chairman, hopes to double our membership by the end of the year.

The Branch Standard flew proudly on June 28 at Blackpool, and our two shipmates, E. Gammon and O. Lewin, returned "tired but happy" after their trip.

On July 10 Shipmate Vice-President D. Murray led a party to the Golden Lion, Whitstable, and presented the new Whitstable Branch with a life-buoy, suitably inscribed. We would like to thank Whitstable for a very enjoyable evening, and Ashford wishes you a very happy commission under Shipmate A. Buss. We hope the presents of Shipmates Gammon and Philpott brought in a small sum for the funds. Whitstable has a fine "Ladies' Skiffle Group," one member of which had served in "Wildfire" with Shipmate D. Murray.

July 18 saw Ashford at Gillingham. The "duty-watch" is all ready for Chatham Navy Day on August 3. The R.N.A. stand is in the drill shed and all visiting shipmates are asked to look us up. The show is a better one than ever this year, thanks to a lot of hard work by the area chairman and area secretary, Shipmates W. Gower and T. Asprey.

Pitt Street will be the "Teddy's Boys" dance on August Monday when the rig of the day will be Zoot suits or Jeans. If this proves as popular as our "Tramps" ball at Whitsun we are in for a good time. There will be the usual prizes for the best rig-out, most original, etc. So make it a date in your diary.

Special Show

The special show by the R.N.A. Players for our 21st anniversary in September is now in rehearsal. We believe this will be a series of excerpts from their many past successes and we are looking forward to an evening of nostalgic memories.

The male voice choir has been resurrected and for this we have chiefly to thank A.B. Cyril Rice who is proving an enthusiastic coach and leader. There is still room for a few more volunteers before the training reaches an advanced stage. If you think you have got what it takes, contact the chairman or Cyril Rice any time. They will welcome you.

Orphan Contributions Are Again Reduced

CONTRIBUTIONS from the Portsmouth Command to the Trafalgar Day Orphan Fund, 1957, amounted to £730 2s. 11d. The amounts subscribed by the Portsmouth Command in previous years were: 1952, £1,261 4s. 11d.; 1953, £896 12s. 3d.; 1954, £932 12s.; 1955, £725 18s. 5d.; 1956, £768 1s. 10d.

Subscriptions, which should be made payable to the Hon. Treasurer, Trafalgar Day Orphan Fund, will be gladly received at any time and will be credited to the 1958 Fund. They should be forwarded to the Staff Supply Officer, H.M. Dockyard, Portsmouth.

R.N.A. Can Replace Comradeship Missed on Retirement

LONDONDERRY VICE-PRESIDENT SAYS NAVY WAS HIS ONLY LIFE

SENIOR Naval Officer Northern Ireland, Captain C. R. L. Argles, D.S.O., and Councillor S. S. Dowds, C.B.E., accepted the position of vice-presidents of the Londonderry Branch at the monthly meeting at the Royal Sailors' Rest, Londonderry, on Friday, July 11.

Capt. Argles succeeds Capt. P. F. Powlett, D.S.O., D.S.C., vice-president of the branch since its inauguration. Councillor Dowds is an honorary member of the branch, and the appointment is in recognition of his

loyal support of, and keen interest in, branch matters.

Capt. Argles was introduced by Shipmate Rev. L. McManaway, Naval Chaplain of H.M.S. Sea Eagle.

Expressing thanks, Capt. Argles felt the Association stood for a great deal which many in the Service took for granted. There was a tremendous amount of comradeship which many missed when they left, and it was on this they founded the Royal Naval Association. Remarking that he had been in the Service from the age of 13 and didn't know any other life, Capt. Argles concluded: "The time for retirement will come for me. I am going to miss the Service, but the Royal Naval Association will offer me the opportunity of keeping in touch."

His Wildest Dream

Replying, Councillor Dowds said: "I have said on more than one occasion that one of the greatest honours which I received during the term I occupied the office of Mayor of this city was when I was elected an honorary member of the Royal Naval Association. Never in my wildest dreams," he added, "did I imagine this Association would give me the honour of appointing me vice-president, and I gladly accept this office." Concluding, he said his associations with that organisation had always been very happy, and he would do everything in his power to further its interests.

It was revealed that branch secretary John Thatcher (known to all as Sal) had been elected by Area No. 14 as Irish representative to the National Council, succeeding Paris Anderson, who has taken up residence in England (Newcastle, pay attention).

To those shipmates who are ocean-going, and those who have had a change of residence from the maiden city, we send our greetings. To the "old ships" met by the Londonderry contingent at the annual conference, may we say how truly delighted we were to meet you again.

Final Chapter at Chichester Memorial Chapel

CHICHESTER Cathedral was crowded at a service on Sunday, June 29, for the Dedication of a Book of Remembrance containing the names of 1,337 men and women from Sussex who died at sea during the last war and who have no known grave. The Book, which was hand-made and illuminated by craftsmen at a cost of £205, was compiled by the Chichester branch of the Royal Naval Association. It was the final work in their task of providing a Sailors' Memorial Chapel in the Cathedral. The Chapel itself was dedicated in the presence of Her Majesty the Queen and the Duke of Edinburgh in 1956.

Since then the search for names has gone on. The co-operation of the national and local Press as well as the B.B.C. was enlisted and individual appeals launched. The Book, now on display in the Sailors' Chapel and contained in an oak case made by the shipwrights at R.N.A.S. Ford, contains several blank pages for the inclusion of any further names which come to light.

At the same service the Chichester Branch's new Standard was also dedicated and the old one laid-up in the Chapel. Admiral Sir Charles Little read the lesson and later took the salute at a march past, headed by Chichester's new standard with many others from Sussex and No. 3 Area branches in support.



Some of the contingents ready to move off towards the Cathedral

Newcastle and Gateshead Off to New H.Q.

HELLO, shipmates everywhere, by the time this letter is in print we should be moving to our new headquarters at the "Merchant Venturers Club", which is situated in the Haymarket, in the very centre of Newcastle. We hope for increased membership in our new surroundings and as we will be able to run

Tombola and other indoor games, we hope for a useful sum to be available for our banking account. However, I'll be able to give greater details next month after the next committee meeting.

The Commanding Officer of H.M.S. Calliope has kindly lent us the ship for our Trafalgar Day dance on

October 21, so this event, coupled with our popular Miss Neptune contest, should be a high-light of our year's activity. The ship is the headquarters of the Tyneside R.N.V.R. division, and is berthed at Elswick.

We in Tyneside wish all of you the best of health and good weather for your holidays.

Note for those about to be discharged

Admiralty Fleet Order 1577/58 allows Naval personnel invalided to take correspondence courses under the Forces scheme. Application to be made before final date of discharge.

DARLINGTON THINKS THE NATIONAL COUNCIL MUST "GRASP NETTLE" TO SAVE H.Q. CLUB

Fete aids the funds at Warwick

THE annual fete is something of the past. Although the weather could have been kinder, we have been able to augment our funds considerably, thanks to the very hard work of our fete committee and the usual stalwarts who unflinchingly turn up when required. The social committee will now be able to go ahead with various functions they have in mind, with both an eye on entertainment for our members and methods of keeping the funds in a healthy state.

Shipmate Smart represented us at the annual conference and we are awaiting his report with interest. We were pleased to welcome Shipmate Wallace, from the Cardiff Branch on July 5.

The visit of a cartoon artist from a local paper resulted in some free pictorial advertisement and the cryptic remarks attached were most amusing.

Our headquarters is quickly becoming quite a showpiece. With the latest acquisition of pictures and chairs the room is not only comfortable but also looks very nice. For this we are very grateful to "mine host," hon. member Capt. Howlett.

The inauguration of our president, Rear-Admiral S. A. Pears, C.B.E., took place on July 19, and we wish him and Mrs. Pears a long and happy association with us.

Portsmouth Command Tennis

THIS season has been a great success for the Portsmouth Command. Many matches were arranged against top-class clubs in Hampshire and London to give the team practice and experience for the Inter-Command Championships and the policy proved a resounding success. Portsmouth lost only three matches against the other Commands and thus retain the Morice Bowl for the sixth consecutive year.

Instructor Lieutenants Ralph White, Desmond Kelly and Fred Bruce, Lieut.-Commander Jimmy Hamlyn, Q.M.S. Ken Nicholson and Chief E.R.A. Colin Earp were awarded their colours.

The Command Ratings' and Open Tournaments again took place on the N.S. Men's ground. Most of the competitors were from ships in the Dockyard though Vernon, Collingwood, Excellent and Mercury had a large representation.

The spectators were treated to most exciting tennis especially in the ratings' final, where O./Sig. Sharpe, now on the N.S.U.Y. Course, beat Q.M.S. Nicholson, 7-5, 8-6.

The Men's open doubles also developed into an exciting match when Instructor Lieutenant Kelly and Q.M.S. Nicholson, after being 5-1 down, lost the final set 7-5 to Commander Boyall and Lieut.-Commander Hamlyn, the Dolphin first pair.

The mixed doubles final was a family affair. The Rev. Muspratt (Albion) partnered his niece, Wren Muspratt (Mercury) against Wren Mason (Vernon) and Lieut. Kelly (Vernon). The Vernon representatives, after a worthy struggle, won 6-3, 6-4.

The president of the Command Tennis, Captain Tibbits (Dryad) was present. Mrs. Tibbits distributed the cups and prizes and was presented in return with a bouquet by Third Officer Nan Weekes, the W.R.N.S. champion.

RESULTS

Men's open singles.—Instr. Lieut. R. T. White beat Instr. Lieut. F. Bruce, 6-2, 6-4.

Men's open doubles.—Cdr. Boyall and Lieut.-Cdr. Hamlyn beat Instr. Lieut. Kelly and J. H. S. Nicholson, 4-6, 6-1, 7-5.

Mixed doubles.—Wren Mason and Instr. Lieut. Kelly beat Wren Muspratt and Rev. Muspratt, 6-3, 6-4.

Ratings' singles.—O./Sig. Sharpe beat Q.M.S. Nicholson, 7-5, 8-6.

Ratings' doubles.—Artificer III Kavanagh and Q.M.S. Nicholson, w.o.

W.R.N.S. singles.—Third Officer Weekes beat Wren Mason, 5-7, 6-2, 7-5.

W.R.N.S. doubles.—Miss Beagley and Miss Sky beat Chief Wren Conway and Wren Clarke, 6-2, 6-1.

Command matches.—v. Wimbledon L.T.C., won 7-2; v. Hampshire, lost 8-1; v. Public School Old Boys, won 6-2; v. London University, lost 6-3; v. Wimbledon L.T.C., won 5-4; v. West Hants L.T.C., lost 5-3; v. Southampton L.T.C., lost 5-3; v. London University L.T.C., won 6-3; v. West Hants L.T.C., won 2-1.

To Much Reliance on Pious Hopes and the Recent Capitation Increase

THE Darlington Branch wish to thank all branches who in their reports recently, to NAVY NEWS have been so kind in congratulating us on the dedication of our standard. They have been very nice gestures, and we sincerely hope that all branches who are having a dedication will derive the same pride and satisfaction from it as we did.

The half yearly branch meeting was held on Wednesday, July 2, and although there was slight disappointment regarding the attendance (we would still like more members to attend, and hope that if any members develop a "drip" or a "groan" that they will attend the branch meetings and let us all hear it) a lively meeting developed.

Shipmate J. Carr gave the meeting a full report of his attendance at the Annual Conference at Blackpool, and observations were also given by the Branch President, Shipmate J. B. Goldsworthy, Branch Chairman Shipmate J. Wilson, and Branch Vice-Chairman Shipmate A. Meehan, who were also present at Blackpool.

To Continue

We were also pleased that the conference decided to continue with NAVY NEWS as its journal and considers that any other medium for branch reports would be less effective inasmuch that at present our serving personnel can keep in touch with their local branches through it.

There is a growing concern regarding the financial aspect of the Headquarters Club, and this created a long discussion. The impression evidently gained by the delegate and one group of observers seemed to be that the National Council were relying more on pious hopes and our recent capitation increase, rather than on any determined efforts of their own to improve the financial situation.

The meeting had the feeling that there will still be a deficit next year and a further request for a capital increase, unless the National Council "grasped the nettle," and the sooner the better. We feel that branches can't go on indefinitely subsidising the H.Q. Club, when they are faced with the problem of building up their own Branch Headquarters.

Did Not Clear the Air

The auditors' report did little to clear the air, one of its implications being that most likely we could expect a probable increase in their own already (or so it appears to us) generous fees. It was also thought that it may be a good thing if branches were sent a copy of the Headquarters' balance sheet, previous to the audit, so that it could be studied and discussed. We notice that the Croydon Branch expressed the same views in their notes in the July issue of NAVY NEWS.

The possibilities of arranging a Trafalgar Day Ball in Darlington was also discussed and this will be gone into again later.

We were sorry to hear that Shipmate "Freddie" Angus decided that through personal reasons he would have to resign his position as bar/cellarman to the club, and he was thanked for the competent way in which he had carried out his duties. Shipmate R. Trees has been appointed in his place and we are certain that with the guiding hand of Freddie behind him, he will soon be adept at pulling a "good one."

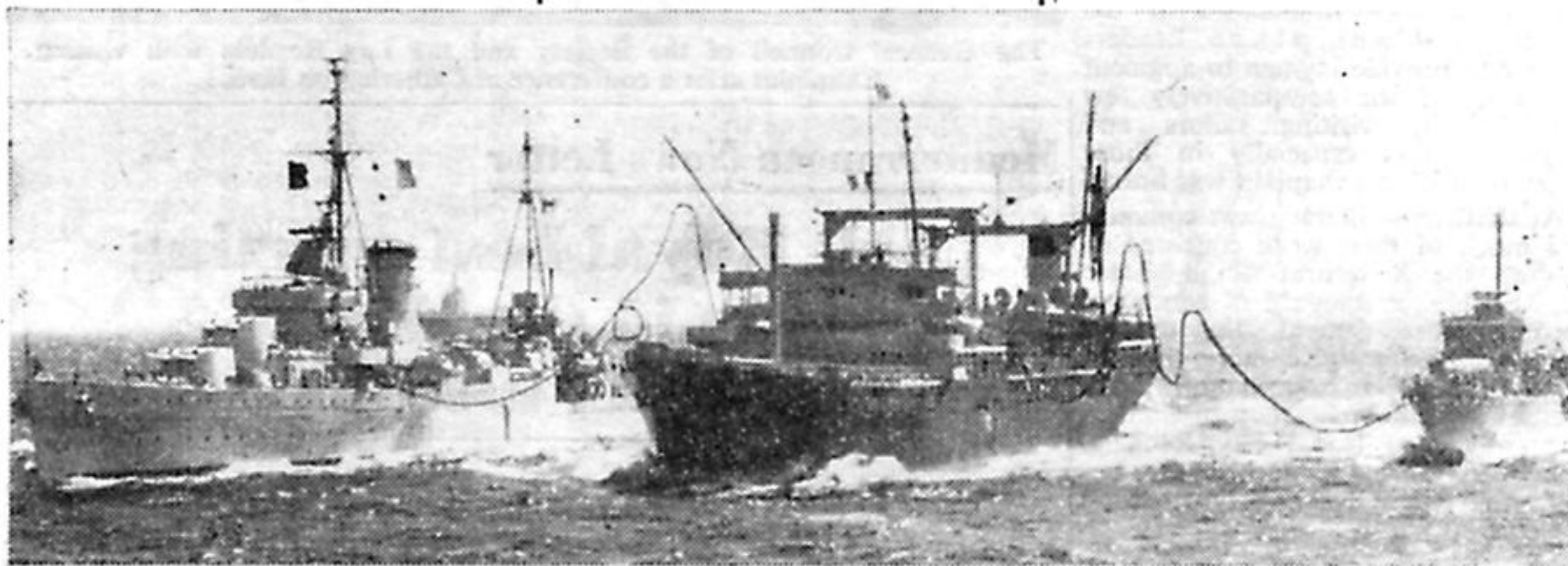
Ex Wren Mrs. V. Pemberton, chairman of the Branch's Ladies Auxiliary Section gave a report on their activities, and also said that arrangements were under way for the children's annual outing, this year it was proposed to take them by train to Seaton Carew on the north-east coast for the day, and we hope that the weather will be more favourable than it has been for the last three years.

Pie and Peas Supper

On Thursday, July 3, saw the male members gathering in the club for

their annual "Stag Party"; on this occasion there was also a "Pie and Peas" supper. The tables were all laid out "Tiddley" and Shipmate T. Gallagher was in attendance resplendent in chef's hat and apron. After the meal President Shipmate J. B. Goldsworthy presented various trophies and miniatures to: Shipmate F. Archer, who had won the Mudford Trophy and Miniature for branch dominoes; Shipmate W. Coley, the Founder Members' Trophy and Miniature for darts (Branch); Miniatures for the best branch individual champions in the Works Club League to: Shipmate T. Gallagher (darts), Shipmate M. Gallagher (lives and threes), Shipmate A. (Sunny) Jones (crib and also whist), and Shipmate W. Kitching (dominoes).

Life Blood Transfusion



Osprey fastest on the track and at tile-shooting

Also Win Naval Base Cricket Competition

The past two months have been extremely successful from the sporting point of view and practically all big events have been blessed with fine weather.

THE Portland Port Athletic Meeting was held on June 23 and for a number of years this has been won by the Second Training Squadron. By gaining 47½ points to the Training Squadron's 37½, Osprey became the Athletic champions of Portland Naval Base. Although individual achievements did not rank high, there were some fine contests and every winner had to earn his medal. Osprey won 11 of the 18 first prizes.

The Revans Cup for the Portland Naval Base cricket competition has also been won by Osprey. In the friendly games, our eleven has had a very pleasant and full season. The team has managed to beat nearly all its Service opponents, while against civilian teams, the victories and defeats are about equal.

NEAR THE FINAL

Within the establishment two tournaments, tennis and deck hockey, are moving rapidly towards the final stages. Both have produced some exciting games. Cdr. Shewell and Surg.-Cdr. Lauder seem to be the favourites in the doubles and it is expected that the deck hockey final will be a "blood-bath" featuring the Chief Petty Officers' and Petty Officers' teams.

Two further sporting events which have been decided are the Sailing Regatta, won by Surg.-Lieut. Coles and the Morse Cup competition.

THE MORSE CUP

The Morse Cup competition is an annual event for a cup presented by Rear-Admiral H. E. Morse, D.S.O., for a tile-shooting competition between teams entered from all ships and establishments in the Portland Naval Base. This year's event, held on July 18, was one of the most successful for many years. Thirty-two teams were entered. The weather was ideal, although the strong sunlight made it rather difficult to see the tiles clearly.

A team from H.M.U.D.E. were last year's champions and were considered joint favourites with Osprey Wardroom Team. However, these two teams met in the third round and both shot down all tiles in what appeared to be the same time. After consultation, the judges decided that H.M.U.D.E. were the winners of the round by 0.2 seconds. Meanwhile, a team of young seamen from 8 Mess, Osprey, captained by Ord. Sea. Crees, had been winning their rounds and steadily improving. They met the reigning champions, H.M.U.D.E., in the semi-finals and in a remarkably fast time of 37½ seconds, shot down all tiles.

They succeeded in beating the team from H.M.S. Dundas in the final to win the cup and the prize for the fastest

time. At the presentation, which was made by Mrs. Morse, Admiral Morse said that it was probably the most exciting competition that had been held and he congratulated the winners on putting up what he thought was the fastest time ever.

Cheltenham shipmates on holiday

The July meeting at Cheltenham was well attended for the time of year, as many Shipmates are on holiday. Our Chairman, Shipmate Patrick, welcomed Capt. Grant, and referred to his heavy commitments. Shipmate Salmon gave a comprehensive report of the annual conference at Blackpool. The Welfare Officer reported that Shipmate Clark had been 14 weeks off work and may have to see a specialist. Shipmate Holtham also had not been too well. In both cases Shipmate Attwood was giving them every help. On August 31 the Witney Branch had invited the Cheltenham Branch to their dedication, and it is hoped as many Shipmates will make the journey as possible. Happy Holidays, Shipmates.

W.R.N.S. ESCAPE IN PETERSFIELD CRASH

A light aircraft crashed in H.M.S. Mercury, Petersfield, recently. The plane, the passenger of which was killed, was flying over the establishment in mist and struck a corner of a W.R.N.S. quarters. No one was in the building, but some W.R.N.S. had so recently left the building that they were overcome by shock and had to be treated in the sick bay.

New Senior Officer of the Reserve Fleet

CAPTAIN A. G. Poë, D.S.C., R.N., has been relieved by Captain N. W. Fisher, O.B.E., R.N., as Senior Officer, Reserve Fleet, Portsmouth.

Captain Poë has held this appointment for two years and has also commanded the Reserve Fleet Flagship, H.M.S. Vanguard. He has previously commanded the Royal Naval Air Station at Lee-on-Solent and has served as Naval Attaché in Turkey and Israel.

Captain Fisher served as captain of the Dockyard in Singapore during 1955-7 and has also commanded H.M.S. Flamingo in the Persian Gulf.

Oil is the "life-blood" of warships. R.I.N.S. Delhi and a destroyer fueling from R.F.A. Wave Victor. H.M.S. Bulwark in the background

Sword Presented to Bedford Sea Cadets

To mark the Admiral Commanding Reserves award of an Efficiency Pendant to the Bedford Unit 29, Sea Cadet Corps, the Bedford Branch of the Royal Naval Association presented the unit with a sword on July 23.

The presentation was made by the High Sheriff of Bedfordshire, Mr. Kenneth Allen, to the Commanding Officer of the unit, Lieut.-Cdr. Peter Sykes, and will be worn by the parade commander, Lieut. H. B. Cooper.

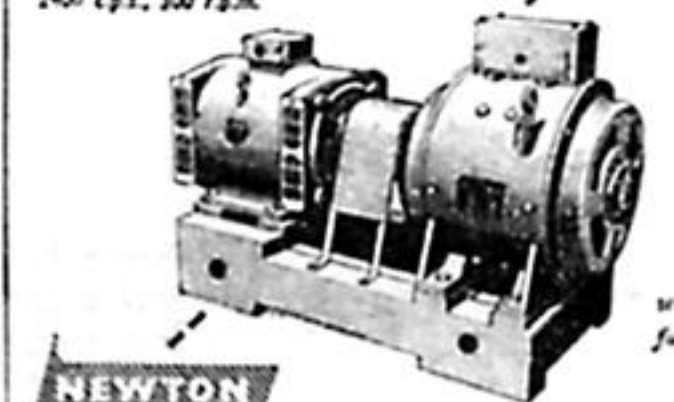
The High Sheriff said he knew that the ceremonial sword would be greatly appreciated and cherished.

Lieut.-Cdr. Sykes, in thanking the High Sheriff for making the presentations and the Association for their gift, stated that the unit had worked hard since the last award of an Efficiency Pendant in 1950 and had got very near by being commended.

It was announced during the month that a further 76 warships are to be scrapped this year. Over 50 replacements will come into service this year or next.

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'The Church Navy' would have been to the point

OUR curiosity was aroused by seeing a man in fore and aft uniform but with plain black buttons, a non-Naval cap badge and shoulder flashes reading "Royal Naval Lay Reader."

Research took us back a century to the birth of a feeling that the work of the Church was suffering from her failure to use her laity. The most spectacular result was the founding of the Church Army by Wilson Carlile in 1883.

A quarter of a century earlier, some Naval officers and a chaplain at Devonport had had similar ideas, resulting in the foundation of the Royal Naval Scripture Readers Society to provide laymen to augment the work of the comparatively few chaplains by visiting sailors and Royal Marines especially in those ships in which no chaplain was borne.

At that time illiteracy was common and much of their work consisted in reading the Scriptures aloud. Later on, as a higher standard of education became more general, the readers were expected to give more time to study and, after examination, were licensed by the Archbishop of Canterbury as Royal Naval Lay Readers. The society's name accordingly became the Royal Naval Lay Readers' Society.

More to the Point

This change of names had its drawbacks—"Church Navy" would have been more to the point. The title of "Lay Reader" is misleading, because it suggests to most people that his main function is to conduct services and preach sermons, and this is not so. The main concern of a Naval Lay Reader is to get to know and to be known by individuals—to make friends—and thus to provide opportunities for the Kingdom of God to spread from man to man by contagion, rather than by mass indoctrination. As a convinced Christian he is doing his best to practise, to learn and to spread his Faith.

Most readers have served in the Royal Navy or Royal Marines. They work on board ships in the dockyards and in barracks, hospitals and air stations, each under the general direction of a chaplain.

They are paid £6 5s. 0d. a week with a periodical increment of 5s. 0d. up to a maximum of £8 a week after 15 years. Married readers get another £2 10s. 0d. and allowances for children.

The Full Share

"The Readers" you may say "appear to be doing what should be the work of every lay member of the Church. When other laymen, who have to earn their living, do their share of the Church's work for nothing, why pay readers for it?"

The money for this comes entirely from voluntary subscriptions, legacies (now almost things of the past) and grants from funds devoted to charitable purposes. Most of it, in fact about 16s. in every pound, comes from the Royal Navy and Royal Marines, who are now giving over four times what they were giving in 1948—a sign of growing appreciation.

Even so, thanks to the general rise in costs, expenditure exceeds income, which means dipping into the small reserve accumulated during the war when most readers were on active service. Were this exhausted, the work of over a hundred years might be brought to a standstill: but we believe that it will continue.



The General Council of the Society and the Lay Readers with visiting Chaplains after a conference at Catherington House

Mediterranean News Letter

Ark Royal best sporting ship in the 'Med.' for six months

Darings always to the fore

THOSE who have served in the Mediterranean, and it will surely be the majority, will realise that the sporting competitions which take place out here are very similar to those in the United Kingdom. On the whole the weather is milder, but very approximately the seasons are the same, which means that our present activities are cricket, swimming, tennis and sailing.

To avoid the intense heat which can be experienced in June, July and August, the inter-Service athletics were held on May 14, and after a most exciting struggle the R.A.F. came out the winners, with the Army and Navy tying for second place. The match was decided on the last event, the medley relay, where if the placings had been Royal Navy first, Army second, R.A.F. third, the result of the meeting would have been a triple tie. In fact, the race went to the R.A.F., with the Navy second and Army third. The mainstay of the R.A.F. team was F.O. De'ath, who won the half-mile and mile and virtually the medley relay. The Navy athletes who did well were L./Sea. Morrellee (one and three miles) and Sub-Lieut. Derry (440 yards)

CANNOT BE HELD

Certainly the most outstanding sporting ship we have seen in the Mediterranean in the past six months is H.M.S. Ark Royal. Fielding excellent boxing and cross-country teams, no one could hold them at unit strength, and in practically all other sports they were usually a match for the best. Of the smaller units the Darings were always well to the fore, with Duchess perhaps taking the edge from the others.

In the fleet competitions the results were as follows:

Mention must be made of H.M.S. Ranpura for her general all-round ability and to congratulate them on a particularly fine hockey side and a rugged and energetic Rugby XV.

SOCCER.—K.O. Final.—H.M.S. Phoenixia 1, H.M.S. Forth 0. Soccer League Cup, Group I.—Winners: H.M.S. Falcon; Runners-up: H.M.S. Ranpura. Group III.—Winners: Dingli W/T; Runners-up: H.M.S. Surprise.

RUGBY.—Seven-a-Side Knock-out Competition, Final: H.M.S. Ranpura 11, H.M.S. Forth 0. **BOXING.**—Team Championship Results: 1, 5th D.S.; 20 points; 2, H.M.S. Forth—1st S.M.S.; 15 points; 3, A.W.S.; 9 points.

CROSS-COUNTRY.—1, H.M.S. Ark Royal, 29 points (Fleet and Ship Trophies); 2, H.M.S. Falcon, 41.7 points; 3, H.M.S. Ranpura, 63 points.

HOCKEY.—Caesar Cup K.O. Final.—H.M.S. Ranpura 2, H.M.S. Phoenixia 0. Six-a-Side Tournament.—Winners: H.M.S. Ranpura; Runners-up: 37 H.A.A. Six-a-Side Ladies' Tournament.—Winners: H.M.S. Falcon W.R.N.S.; Runners-up: Whitehall W.R.N.S.

Inter-Services Championships at Aldershot

THE following are the winners of the Inter-Services Athletic Championships at Aldershot on July 16: 100 Yards.—Cpl. Fontyn, R.A.F.; 10.1 sec. 220 Yards.—SAC. Boughton (R.A.F.), 22.2 sec. 440 Yards.—L/Bdr. Purkis (Army), 49.8 sec. 880 Yards.—SAC. Cox (R.A.F.), 1 min. 52.6 sec. One Mile.—Sgt. Clarke (R.A.F.), 4 min. 10.8 sec. 3,000 Metres Steeplechase.—Sgt. Gallagher (R.A.F.), 9 min. 23.4 sec. Three Miles.—LAC. Seal (R.A.F.), 13 min. 56.8 sec. 120 Yards Hurdles.—F/O Miller (R.A.F.), 15.4 sec. 440 Yards Hurdles.—St. Andrews (Army), 55.8 sec. High Jump.—Cpl. Wilson (Army), 6 ft. 1 in. Long Jump.—Sgt. Darlow (R.A.F.), 22 ft. 9 in. Hop, Step and Jump.—AA. Ellis (R.N.), 46 ft. 2½ in. Throwing the Hammer.—PO. Dutton (R.N.),

168 ft. 7 in. Pole Vault.—LAC. East (R.A.F.), 11 ft. 9 in. Throwing the Javelin.—LAC. Smith (R.A.F.), 188 ft. 10 in. Discus.—CSM. Cleaver (Army), 155 ft. 3 in. Putting the Shot.—SAC. Chinnery (R.A.F.), 45 ft. 2 in. 4 x 110 Yards Relay.—R.A.F., 52.4 sec.

Team result was: 1, Royal Air Force, 165 points; 2, Army, 121 points; 3, Royal Navy, 83 points.

Women's Championship team result: 1, W.R.A.F., 56 points; 2, W.R.A.F., 501 points; 3, W.R.N.S., 371 points.

Air win Inter-Command

THE following are the winners of the R.N. Athletic Championships, held at Devonport on July 9: 100 Yards.—Cpl. Bebb (Po), 10.4 sec. 220 Yards.—Surg. Lt. Wrighton (Po), 22.1 sec. 440 Yards.—Surg. Lt. Wrighton (Po), 48.8 sec. 880 Yards.—App. Riddell (Nore), 1 min. 57.1 sec. One Mile.—PORE 1 Moorhead (Air), 4 min. 22.2 sec. Three Miles ("Gordon Wright" Trophy).—EA Joyce (Air), 14 min. 28.6 sec. 120 Yards Hurdles.—REA App. Barnes (Air), 16.0 sec. 440 Yards Hurdles.—PORE 1 Boyes (Air), 56.1 sec. 3,000 Metres Steeplechase.—PORE 1 Cowsill (Air), 9 min. 58.0 sec. High Jump.—Ins. Lt. Warren (Po), 5 ft. 10 in. Long Jump.—Ins. Lt. Bailey (Po), 20 ft. 9 in. Hop, Step and Jump.—AA. Ellis (Air), 44 ft. 10½ in. Pole Vault.—RPO. Hobden (Po), 11 ft. 6 in. Weight.—LA. Wilson (Air), 40 ft. 2 in. Discus.—Mus. Flint (Nore), 121 ft. 2 in. Hammer.—PO. Dutton (Po), 164 ft. 8 in. Javelin.—PO. Trickett (Air), 174 ft. 3 in.

Placings for Inter-Command Challenge Cup.—1, Air, 135 points; 2, Portsmouth 118; 3, Nore, 63; 4, Plymouth, 41.

Women's Championships.—Team Result: 1, Air, 71 points; 2, Portsmouth, 36; 3, Plymouth, 29; 4, Nore, 12.

Wrighton missed Olympics but he is right back in form

JOHN Derek Wrighton is a welcome newcomer to Navy athletics, having recently joined the Service as a surgeon-lieutenant.

In 1951 at the age of 18 he took fourth place in the semi-final of the Schools National Championships with a time of 10.3 seconds for the 100 yards. His schooling was equally successful as that same year he entered Charing Cross Hospital Medical School from which he eventually qualified in 1956.

In 1952, perhaps as a result of a talk with Arthur Wint, he commenced running "quarters." In 1953 he clocked 51.7 but next season showed a great improvement in dropping to 50 seconds. That year he came under the wing of Franz Stampfl and in the 1955 Inter-Counties did a 48.7 seconds lap, coming second to Derek Johnson and beating his Southgate club mate Peter Higgins. Later in the season he

equalled this time and took fourth place in the A.A.A. championships. That season too he represented Great Britain against Germany and Roumania, both matches on the Continent. In the same season at the International Student Games in San Sebas-

SPORTSMAN OF THE MONTH

tian he was a member of the winning team in the 4 x 400 m. relay, second in the medley and third in the 400 m. with 48.9 seconds.

In 1956, running in an invitation



J. D. WRIGHTON

300 yards race, he had the misfortune to pull a muscle. Having put up the equivalent of 47.6 seconds for the 400 m. he was almost a certainty to go to Melbourne for the Olympic Games. In spite of a return to form before the games he was not selected for the Australian trip.

In 1957, he recorded times of 10.2, 22.5 and 47.9 in the shorter distances, the latter effort gaining him third place in the A.A.A. championships.

FOURTH FASTEST IN EUROPE

In Warsaw he ran a 47.1 seconds 400 m. (equivalent to a 47.4 seconds 440 yards) and was then the fourth fastest in Europe. He was a member of the Great Britain team in all the international 4 x 440 relays last season, and in the match against Germany gained first place in the 400 m. with a time of 47.4 seconds.

His successes to date this season have included second place at Vancouver, first place in the 440 in the British games at the White City and first place in the Southern Counties championships in 47.3 sec.

In the Navy championships he set up new records in the 220 and 440 yards, but was unable to compete in the Inter-Services championships owing to his Empire Games commitments.

Nore Command Athletics

THE day was dull, with threatening rain for the Nore Command athletics, when the following teams competed for the Nore Command Trophy: Scotland Command.—Caledonia, Cochrane, Lochinvar.

Royal Naval Barracks.—H.M.S. Neptune.

Royal Marines.—Deal and P.R.O.R.M.

R.N. College.—Four individuals.

Scotland won the trophy with 99 points, followed by R.N.B., 64 points and Royal Marines with 58 points.

Standard medals are being applied for for the following achievements: Wtr. Jones, R.N.B., high jump, 5 ft. 9½ in. (standard, 5 ft. 9 in.); Ret. Flint, R.M., discus, 117 ft. 8 in. (standard, 117 ft.).

JUDO CLUB NOTES

Judo was not practised in R.N.B. Chatham until recently. The few graded Judoka included C.P.O. Goddard, S.P.T.I., a third Kyu, who started the club by instructing the P.T. staff, thus ascertaining that, irrespective of drafting commitments, someone would always be available to carry on the good work.

The grading was carried out by J. Gowland, a First Dan from the London Judo Society 2, and the results were very gratifying—out of a total of 12 entered, six graded to 6th Kyu (White Belt) and six graded 5th Kyu (Yellow Belt).

CRICKET

All three games played have been won by large margins. Against Admiralty, A.B. Parker scored 53, not out, but the star for the barracks was Littleales who took nine Admiralty wickets for 32.

The following match against Frinsbury was won by 126 runs. The match was a triumph for E.R.A. Littleales and Shipwright Cammish, with the bat 102 not out and 48 and sharing the wickets five each.

The third game was against Clarion, a local club, when Cammish with 41 was top scorer and Ord, Sea. Anderson with four wickets and P.O. Williams with three wickets, ensured victory by 60 runs.

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Home Air Command Sports News

INTER-COMPETITIONS ARE BEGINNING TO PAY-OFF DIVIDENDS

THE introduction of the H.A.C. Inter-Departmental Athletic Competition two years ago has paid great dividends and proved both popular and successful. It is in no small part due to this competition that the Air Command has, for the first time, won the Inter-Command Athletics Championship, all of which serves to emphasise the Command P.T. Officer's mixed adage that "if you look after the rabbits, the stars will look after themselves!"

In all, 96 teams competed in the men's competition and 29 teams in the W.R.N.S., a total of 4,177 personnel took part. The first three teams in each competition were:—

Men 1 Arbroath—Apprentices Senior (511.4 points), **2** Ariel—Apprentices 22 Series (484), **3** Brawdy—727 Squadron (483.3).

W.R.N.S. 1 Bramcote—D. Division (633.9), **2** Eglinton—D. Division (526), **3** Lossiemouth—C. Division (416.6).

New Athletes Gave a New Hope

THE H.A.C. athletics championships were held at the Sports Centre, Bassett, Southampton, in fine weather on July 2. Several excellent performances by athletes new to the Air Command gave us hope for the Inter-Command Championships the following week.

The high-light of the meeting was the mile in which P.O.R.E.I. Moorhead (Ariel) just held off late challenges by R.E.M. McFadzean (Ariel) and E.M.A. Whitworth (Ford), all three recording the same time of 4 min. 38 secs. Moorhead's performance was noteworthy in that he has just recommenced racing after a three months' lay-off due to an injury in the cross-country season.

A.A.3 Ellis (Lee) completed a double by taking the long jump and the triple jump, winning both events convincingly by over a foot. Others to win two events were Lieut. Sinclair (Lee) who took both sprints, P.O.R.E.I. Boyes (Lee) (440 yards and 440 yards hurdles), and L.A. Wilson (Ford) who won both the weight and the discus events.

Holder Challenged

In the three-mile E. A. Joyce (Lee) eclipsed the rest of the field to win by over 100 yards from Steward Meadows (Brawdy) in a time of 15 minutes. A new discovery was E.R.A. Rush (Brawdy) who ran E.M. Jones, the holder, to within one second in the 880 yards and was just beaten into third place on the line by L.R.E.M. Bruce (Ariel), both record-

ing the same time of 2 min. 2.2 secs. The 3,000 m. steeplechase was run at H.M.S. Collingwood the following day, and P.O.R.E.I. Cowsill (Ariel) won easily in 10 min. 25 secs.

In the W.R.N.S. Championships, a 440 yards and discus events were included for the first time this year. Both proved to be very successful. L./Wren Brade-Birks (Eglinton) winning the 440 in 63.4 seconds—which, for interest, equalled the W.R.A.F. record set up this year. Brade-Birks also won the 220 yards in 28 seconds. Wren Turner (Culdrose) won the discus with a throw of 79 ft. 10 ins. In the Javelin, 3/0 Strang won by 10 feet with a throw of 93 feet—her other trials were all nothings!

The prizes were presented by Vice-Admiral Sir Walter T. Couchman, K.C.B., C.V.O., D.S.O., O.B.E., Flag Officer Air (Home).

Swimming.—Few entries of Command standard were received for the Home Air Command Swimming trials held on July 21, at Pitt Street. This is unfortunately due to the very limited swimming facilities available to air stations and is unlikely to alter until more swimming baths are provided.

As a result of the trials, it was again reluctantly decided to enter the Inter-Command Championships on an individual basis only although teams were entered for the water polo and W.R.N.S. events.

Golf.—The annual Home Air Command meeting was held at Little Aston, Streatley, Staffs., on July 24 and 25, and a report will be given in next month's issue.

Collingwood Sports

ON Wednesday, July 2, Collingwood took part in the Gosport Water Carnival. Competing against other establishments and service teams, they finished third in the invitation team relay. In an exhibition water-polo match which followed, they beat Dolphin by 4-1.

This is the close season for basketball, but despite this we have been able to play five games in an effort to get fit for the season which starts shortly. Two of these were of an exhibition nature, the first at the A.S.R.E., and the second at the South Parade Pier, and in both cases the spectators saw an excellent game of basketball between Collingwood "A" and "B."

After beating Dolphin comfortably in the Command knock-out competition, Collingwood lost to Daedalus by one run in the semi-final. Daedalus were all out for 57, and in reply we were only able to score 56 for 6 in 24 overs. To date in 16 matches, 6 have been won, 7 lost and 3 drawn.

The Command Athletic Championships were held at Collingwood on July 1 and 2. The Command trophy was won by Collingwood, who scored 82 points, and the runners-up were Victory (61). The following placings were achieved by members of Collingwood's team:

440 yards hurdles: 1, E.A. Docherty; 2, Instr. Lt. Bailey. High jump: 1, Instr. Lt. Warren, 5 ft. 10 in. 880 yards: 1, E.A. Docherty; 2, E.A. App. Gorman, 880 yards, under 18: 1, J.E.M. Haran, 440 yards: 2, E.A. Docherty, 220 yards: 2, L.E.M. Ross, Long jump: 2, L.E.M. Ross.

The Navy Championships were held at Brickfields, Devonport, on Wednesday, July 9, and Collingwood athletes who represented the Portsmouth Command were placed as follows: High jump: 1, Instr. Lt. Warren, 5 ft. 10 in. 440 yards hurdles: 2, E.A. Docherty, 220 yards: 3, L.E.M. Ross, 880 yards: 2, E.A. Docherty, 440 yards: 3, E.A. App. Sawyer.

17 POINTS MARGIN GREATER THAN ANTICIPATED

AT last—for the first time ever—breaking a sequence of eight successive wins by Portsmouth—Home Air Command won the Inter-Command Athletics Competition at Brickfields, Plymouth, on July 9. The winning margin of 17 points was much greater than anticipated and much credit must go to the second strings, who fought with magnificent team spirit, and achieved results which they all thought were above them. The outstanding one which comes to mind is the 11 feet cleared by A.A. Sendall in the Pole Vault—his previous best performance had been 10 feet 3 inches.

In all, the Home Air Command achieved eight first, seven seconds and seven thirds. The race of the afternoon was the three miles in which E.A. Joyce, the holder, again met Steward Meadows, whom he beat in the H.A.C. Championships, and the two Portsmouth aces, Sub-Lieut. Pape well known as a marathon runner, and A.B. McHale. Meadows was off to a cracking start, with a first mile of 4 min. 36 secs., and was soon into a 100 yard lead. At the two mile he was still 70 yards up, but the pace told and Joyce caught him with one lap to go and went on to win in 14 mins. 28.6 secs., two seconds outside the R.N. record. Meadows was second, 12 yards behind, with Pape 20 yards behind in third place.

After Ten Years

A.A. Valentine lost his Hammer title, for the first time in 10 years, when he was beaten by P.O. Dutton (Portsmouth). In the 440 yards Hurdles, P.O.R.E.I. Boyes set a Navy best performance with a time of 56.1 secs. He was, however, beaten into second place in the quarter by the Empire Games runner Wrighton, running for Portsmouth.

P.O.R.E.I. Cowsill took the 3,000 metres Steeplechase in 9 mins. 58 secs., and P.O.R.E.I. Moorhead retained his Mile title from Mid. Burns (Plymouth) with R.E.M. McFadzean and E.M.A. Whitworth (both Air, although Whitworth was running as an Individual) battling it out for third place. Whitworth was third about three yards ahead of McFadzean.

In the W.R.N.S. Championships, the H.A.C. girls excelled themselves by winning every event but one, the Discus—and that didn't count for points, being a new event! There was never any doubt about the result and the competition was rather one-sided.

Wren Walsh, in her first year of competitive athletics, gained confidence with every race and won the 100 yards and 220 yards in convincing style. She obviously has a future in athletics. In the 440 yards, L./Wren Brade-Birks won in 62 secs.—a very fast time. 3/0 Strang again won the javelin and L./Wren Bowles, whose husband is in the H.A.C. men's team, took the high jump title with a jump of 4 feet 8 inches.

Advancements

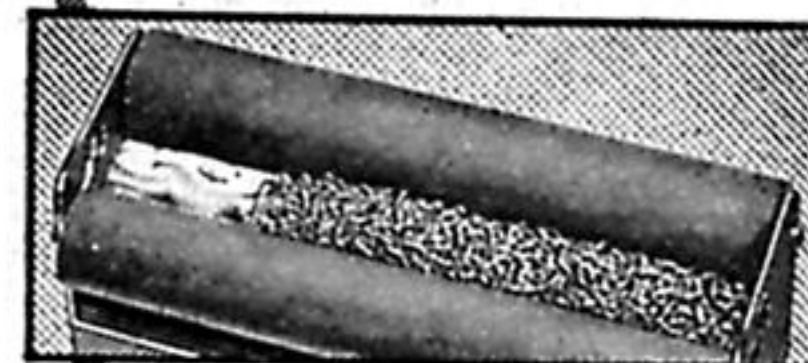
CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer.—H. Blizard, JX.844493; L. Causon, JX.156774; F. Maries, JX.181936; D. Minchington, JX.157520; L. Tribble, JX.151736; R. Walton, JX.147775. To Chief Yeoman of Signals.—C. Lampard, JX.181971; D. Minter, JX.155114. To Chief Petty Officer Writer.—A. Thomas, MX.832461. To Chief Petty Officer Cook (S).—C. Sharpe, MX.59455. To Chief Petty Officer Steward.—E. Harlick, LX.23293. To Sick Berth Chief Petty Officer.—A. Mair, MX.60473. To Chief Painter.—F. Gillespie, MX.801713. To Chief Electrical Artificer.—D. Drake, MX.818555; A. Williams, MX.778335. To Chief Shipwright Artificer.—A. Conyard, MX.62772; G. Dopson, MX.89877; E. Eyles, MX.98011; G. Holmes, MX.117133; E. Husband, MX.101984; E. Lilley, MX.62769; D. Mattock, MX.804923; D. McLachlan, MX.98160; G. Millar, MX.90504; L. Naylor, MX.73685; J. Rennie, MX.58016; G. Rock, MX.634032; E. Walker, MX.90510; I. White, MX.62779; A. Wize, MX.636946; T. Wonnacott, MX.75897. To Chief Ordnance Artificer.—L. Lovell, MX.833497; R. McGuiness, MX.766841. To Chief Mechanician.—H. Jackson, KX.137192; F. Parkins, KX.85278. To Chief Engineering Mechanic.—T. Clark, KX.92264; N. Lovatt, KX.93140; J. McCourt, KX.97130. To Chief Engine Room Artificer.—J. Beer, MX.703872; C. Bernas, MX.608124; M. Bowden, MX.101606; D. Court, MX.703829; P. Day, MX.703830; M. Dowsett, MX.569330; O. Gray, MX.777567; E. Hayes, MX.863603; V. Jeune, MX.758908; A. Joseph, MX.120597; J. Lindmar, MX.703836; A. Marsh, MX.777581; W. Oliver, MX.708079; E. Pomeroy, MX.102425; T. Quaine, MX.708082; E. Ralph, MX.863619; A. Roche, MX.703844; B. Sandfield, MX.703867; W. Tunnichill, MX.703823; I. Williams, MX.93435; A. Woodman, MX.708089; J. A. May, MX.716421. To Acting Chief Radio Electrician (Air).—D. E. G. Bicks, LFX.833447.

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A Tall Story

THERE is a story, apocryphal perhaps, but nevertheless a good one, that when one of H.M. Ships was in the north of England for a visit, and visitors were proving a wee bit difficult to move from the ship, one of the visitors was heard by one of the ship's company to say: "Why should I go? I'll go when I'm ready. I helped to pay for this ship and I am entitled to stay as long as I like." The seaman standing by, hearing this, shinned up to the very top of the nearest mast and with his knife cut off a small shaving. Returning to the deck he handed it to the disgruntled visitor, saying: "Here's the bit that you paid for—get cracking."

R.N. RUNNER IN A.A.A. ROAD MARATHON

A TEAM of three Royal Navy runners entered the A.A.A. Marathon run by the Polytechnic Harriers, in conjunction with the Southern Counties Marathon.

Individual placings were:—Sub-Lieut. Pape—ninth in the individual and sixth in the open team race; L./Sea. Paxton—33rd in the individual, 18th in the open team race, 13th in the Southern individual and 11th in the Southern team race; R.E.M. Copping, through illness, did not complete the course.

In the Inter-Service competition Sub-Lieut. Pape was first man home and L./Sea. Paxton gained third place. One hundred and fifty-one runners completed the course.